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# Hongkong Sunday Herald

THE LARGEST CIRCULATION IN SOUTH CHINA.

Vol. VII. No. 324.

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HONG KONG, SUNDAY, MAY 11, 1930.

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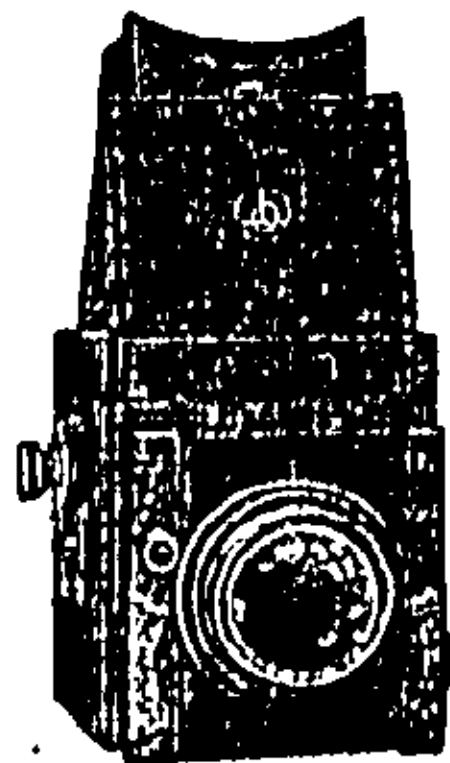
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### TWO WEDDINGS.

#### Ceremony in Kowloon Church.

COSSAR—WILLIAMS.

The marriage of Miss Norah Cossar, youngest daughter of Mr. and Mrs. Gilbert Cossar, of Edinburgh, to Mr. Edgar Ledger Williams, was solemnised yesterday afternoon at the Union Church, Kowloon, the ceremony being performed by the Rev. J. Horace Johnston, before a large gathering of friends.

The bride was prettily attired in a period dress of shaded pink georgette, ermine, and lace picture hat. She carried a bouquet of Victorian pinks. She was attended by one bridesmaid, Miss K. Murphy, who looked very pretty in her dress of Alice blue georgette, trimmed with white silk and lace and a white ermine and picture hat to match. She carried a sheaf of pink carnations.

The matron of honour was Mrs. E. C. Murphy whilst the duties of best man were discharged by Mr. J. Hughes. The bride was given away by Mr. J. C. Anderson.

After the ceremony at the Church, a reception was held at Empress Lodge. The honeymoon is being spent at Repulse Bay; the bride's travelling dress was of rainbow tinted chiffon with black moiré silk hat.

LEE—PAU.

The Union Church, Kennedy Road, was the scene of a charming wedding yesterday, when Mr. Lee Pui-tong, B.A., son of Mr. and Mrs. Lee Gock-chew, was married to Miss Pau Yuk-king, the daughter of Mr. Pau Chung-yu. The Rev. Frank Short read the Service, the bride, who wore a beautiful dress of silver brocade, with white georgette, cut in petals, being given away by her father. The bride carried a sheaf of Easter lilies.

Miss Rose Lee and Miss Pansy Abbas were the bridesmaids, their essentially modish dresses being of pink georgette, with bodices of pink and silver lace. They carried sheaves of beautiful pink gladioli. Misses Kwok Wai-chun and Tsai Po-yin were the flower-girls, and the bride's mother attended, in ceremonial costume.

The best man was Mr. Mak Kai-hung, and the groomsmen were Mr. Lee Cheuk-kuen. After the ceremony at the Church, a reception was held at Mr. Lee Gock-chew's residence, 41, Caine Road, numerous friends calling to pay their respects and wish all felicity to the happy pair.

In the evening, Mr. Lee gave a dinner at the Tung Yat Restaurant, West Point, over five hundred guests being present. Mr. W. W. Hornell C.I.E., M.A., Vice-Chancellor of Hong Kong University, together with many of the University Staff, attended. The scene was a brilliant one, many of the bridegroom's University friends gathering to greet him.

Mr. Lee Pui-tong is a graduate of last year at the University, whilst his father is one of Messrs. Wing On's departmental managers. The restaurant was specially engaged for the dinner, and guests arriving there were greeted in ceremonial Chinese fashion.

The weather was not too kind in the evening, but the rain quite failed to spoil what was a most happy, harmonious, and cosmopolitan gathering, at which festivities were kept up until a late hour.

### TONGKAWAN TO BE FREE PORT.

Canton, Yesterday. At the 75th meeting of the State Council, which was held on May 9, and attended by Messrs. Li Sen, Hu Han-min, Wong Chung-hui, Chen Kuo-fu, Tan Yen-ku, Chu Pei-teh and Sun Fo, it was decided to formally declare that Tongkawan, in the Chungshan Model District be opened as a free port.—Canton News Agency.

### NOTIFIABLE DISEASES.

The return of cases of notifiable diseases which have occurred in the Colony up to May 9, shows one case of typhoid fever and two of small-pox.

### BE SAFEGUARDED!

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A LAUDABLE SCHEME.

Portuguese Society of Mutual Help.

The only society of its kind in Hong Kong, and for that matter in the Far East, is the Associação Portuguesa de Socorros Mutuos. The aims of this society are similar to the Friendly and Building Societies at Home. It is open to the Portuguese, and those who wish to become members are required to donate \$1.50 a month as long as they are employed and in a position to continue the monthly donation. The benefits that a subscriber receives are numerous. Should a subscriber be out of employment, he or she would be looked after by the Society until another position is obtained.

In addition to this, the Society has special funds to provide schooling and even a University education for the children of the subscribers. The entire scheme is a laudable one, but unfortunately only a few of the younger Portuguese seem to realise it, for, although Hong Kong has a large Portuguese community, the membership roll stands at only 320. Splendid Record.

Yesterday was the fifteenth anniversary of the foundation of the Society, and was celebrated at the Club Lusitano. Practically the entire Portuguese community attended the reception. Tea was served in the hall of the Club, and a capital musical programme was provided by the Lyric Orchestra.

Addressing the gathering, Mr. V. S. Soares, President of the Society, said that the Association was founded on October 21, 1915. It was incorporated in May 1916, and during all these years, the Society had done much in giving succour to its members or their dependants.

The speaker went on to review the activities of the Society, and it was mentioned that during the last 14 years not less than a sum of \$51,539 had been expended in giving relief to members and their dependants.

In 1918, after the great Race Course fire, the Society raised \$9,960 to provide immediate relief to the families of those who had perished in the fire, and again, after the great earthquake in Japan, the Society was to the fore in raising money to assist those Portuguese who had lost their all in Japan.

Unemployed Members.

A tabulated account showed that \$29,900 had been expended during the last 14 years in providing a monthly maintenance to unemployed members, \$12,470 for tuition in the Hong Kong University, and another \$4,600 to the same source out of the fund provided by Mrs. Soares. Another \$2,874 went to pay for tuition in the Portuguese School, and other school expenses and miscellaneous items absorbed another sum of about \$1,600.

Speaking in regard to the maintenance provided to unemployed members, it was seen from the statement of accounts that a member who had only subscribed \$82.50, at the rate of \$1.50 a month during the time he was employed, received benefits from the Society totalling \$240 during the time he was out of a job. This should serve to convince those who are not yet members that by paying the meagre sum of \$1.50 a month, he or she will only be storing up for the rainy days.

Nothing to Fear.

Mr. Leo d'Almeida, Jr., also spoke at yesterday's function urging all young ladies and gentlemen of Portuguese nationality to take advantage of this splendid scheme. The benefits which one received in days of distress were immense, and the monthly contributions did not represent more than a box of cigarettes or a box of face powder. It was foolishness, he said, to keep away from such a Society, for no man knew what his or her future had in store, and by becoming a monthly contributor, one could rest assured that when the stormy days did come, one had nothing to fear.

There is doubt in architectural circles as to whether Sir Edwin Lutyens's resignation from the Royal Institute of British Architects has been accepted or not.

### SHANGHAI RACES.

Results of Final Day at Spring Meeting.

WARDLE WINS "NATIONAL."

By the courtesy of the Hong Kong Club, the Sunday Herald is enabled to publish the results of the racing in Shanghai yesterday, the day being the last one of the Annual Spring Meeting.

Results and times were as follows:—

The Woosung Cup— $\frac{1}{4}$  mile.

Three Rivers (Mr. Pote-Hunt) 1  
Silver Cup (Mr. Needa) 2  
Pretoria (Mr. Pollock) 3

Time: 1 min. 30.3/5 secs.

The Manchu Stakes—1 Mile.

Bedford (Mr. Collaco) 1  
Fiery Lad (Mr. Noodt) 2  
The Royal Eagle (Mr. Encarnacao) 3

Time: 2 mins. 05 secs.

The Nil Desperandum Cup— $\frac{1}{2}$  Mile.

Purple Diamond (Mr. Brand) 1  
Poppyland (Mr. Dallas) 2  
Oh Kay (Mr. Deltz) 3

Time: 57 secs.

The Grand National Steeplechase.

Wardle (Mr. McCann) 1  
Jack Tar (Mr. Ferguson) 2  
Vanguard (Mr. Jack) 3

Shanghai Sub-Griffins Championships—1 $\frac{1}{2}$  Miles.

Royal Bee (Mr. Collaco) 1  
Debit Balance (Mr. Clark) 2  
Yester Eve (Mr. Maitland) 3

Time: 2 mins. 40 secs.

Spring Griffins Handicap—1 Mile.

Bassoon (Mr. Bolton) 1  
Mister Cinders (Mr. Noodt) 2  
Glen Dhu (Mr. Needa) 3

Time: 2 mins. 04.4/5 secs.

Spring Handicap "A" Class— $\frac{1}{4}$  Miles.

Bright Lad (Mr. Noodt) 1  
Cloverland (Mr. Dallas) 2  
Alligator (Mr. Pote-Hunt) 3

Time: 2 mins. 35.4/5 secs.

Spring Handicap "B" Class.

Pat (Mr. Collaco) 1  
Fireflash (Mr. Noodt) 2  
Martin Harvey (Mr. Rotho) 3

Time: 2 mins. 35.2/5 secs.

Spring Handicap "C" Class.

Glen Dochart (Mr. Needa) 1  
Merry Lord (Mr. Deltz) 2  
Star of Cheikang (Mr. Collaco) 3

Time: 2 mins. 35.2/5 secs.

Sub-Griffins Nil Desperandum Cup— $\frac{1}{2}$  Mile.

Krishna (Mr. Pote-Hunt) 1  
Breakaway (Mr. Bolton) 2  
Wearie Willie (Mr. Collaco) 3

Time: 58.3/5 secs.

The Mafoos Race.

Saint Patrick (Mr. Bolton) 1  
Frothblower (Mr. Noodt) 2  
Spirit of Saint Louis (Mr. Deltz) 3

Time: 2 mins. 33.4/5 secs.

### FATAL LANDSLIDE.

A Coolie Killed in Kowloon.

NO CHANCE OF ESCAPE.

As the result of the heavy rain on Thursday, Friday night and yesterday, a landslide occurred yesterday afternoon in Prince Edward Road, near Kowloon Tong. The fall of earth unfortunately buried a coolie, who, it is said, had no chance of escape.

Other coolies at the scene got promptly to work and extricated the body, too late, however, to save his life.

A message was sent through to the Mongkok Police Station about nine minutes past five o'clock, and the Fire Brigade was communicated with. Two appliances were immediately rushed to the scene, one from Mongkok Fire Station and one from Kowloon Fire Station, whilst an ambulance was also despatched.

The body of the unfortunate coolie, whose identity had not been established up to a late hour last night, was removed to the Kowloon Mortuary.

The incident created considerable excitement in the vicinity of the landslide, large crowds of Chinese being collected all afternoon and evening.

### WANG CHING-WEI.

Hong Kong Refugee Bides His Time.

STILL AT LARGE.

No Intention of Joining Northern Rebels Yet.

Shanghai, Last Night. A lengthy declaration, which has an important bearing on the political developments of the anti-Nanking coalition in the North, is expected to be issued by Mr. Wang Ching-wei, the leader of the Leftists of the Kuomintang. The first part of the declaration will be devoted to a fierce denunciation of Marshal Chiang Kai-shek, who is regarded as the enemy of democracy, while the second part will emphasise that, after the overthrow of the Nanking Government, he will support Marshal Yen Hsi-shan's suggestion for the reorganisation of the Kuomintang party and the unification of the country.

It is also reported that, following the publication of this declaration by Mr. Wang Ching-wei, a general secretariat, representing the various groups of the Kuomintang (except the Nanking clique), will be formed in Peking in charge of party affairs, and thereby a provisional government will emerge on the lines of that now in Nanking.

If we take this declaration at its face value, it seems likely that the political views of Mr. Wang Ching-wei and Marshal Yen Hsi-shan have been reconciled, and complete harmony between the leaders of the anti-Nanking coalition is possible.

[It may be noted in passing that there is no question as to the views of Marshal Feng Yu-hsiang because he has always been a stout supporter of the Leftist clique.]

However, if we examine the situation more closely, the union of the anti-Nanking leaders can only last as long as they are in face of their powerful enemy.

Moreover, nothing is heard from Manchuria as to the definite attitude of General Chang Hsiang-shan. Apparently General Chang, who dislikes the Leftists, would not agree to participate in this anti-Nanking Coalition although he, too, dislikes Chiang Kai-shek. Hence, he prefers taking a neutral position, awaiting further developments.

A Shanghai View.

In view of the numerous contradictory reports that have been published in various newspapers concerning the plans and whereabouts of the elusive Mr. Wang Ching-wei, the following article, culled from the North China Daily News of May 6, is of interest.

The anti-Nanking generals and politicians have flooded Mr. Wang Ching-wei with telegrams urging him to proceed north to take charge of Kuomintang affairs in Peking. This leftist is still sojourning in Hong Kong without expressing any intention of proceeding immediately for the north. At present he is apparently satisfied to watch developments in the present Yen Hsi-shan-Feng Yu-hsiang combination against Chiang Kai-shek and to write lengthy editorials for the South China Daily News, a local vernacular newspaper founded by the supporters of the Reorganizationists.

The real reason why Wang Ching-wei still remains in Hong Kong is because the northern generals have not yet decided whether they should use the Kuomintang as a means to rally all the troops in the present fight against President Chiang Kai-shek. Outwardly the northern leaders are requesting Wang to go to Peking, but he is not sure what sort of support he will have upon arrival at the former capital. According to close friends of this Kuomintang leader, he prefers to extend his stay in this colony and leaves matters concerning the Reorganizationists to Mr. Chen Kung-po.

Insistent Demands for Funds.

Mr. Wang Ching-wei and his fellow Reorganizationists are greatly disturbed by the frequent requests by General Chang Kai-shek, commander of the so-called Ironsides, for funds to supply his troops. These soldiers need more ammunition, as much has been used up in the long-drawn campaign with the Cantonese and

### DRAMATIC ARREST.

Capt. A. Hall on Opium Charges.

2,000 TAELS SEIZED.

Arthur Hall, giving an address at 27, Pilem Street, Yaumati, and described as a Master Mariner, was the subject of a sensational arrest at 11.30 yesterday morning, when Revenue Officers boarded the P. & O. s.s. Kashgar shortly before she sailed on the Homeward journey.

Mr. Hall, it is understood, had booked a first-class passage for Singapore aboard the steamer. His arrest was effected on two charges, (a) possessing and (b) exporting prepared opium. The contraband, said to amount to over 2,000 taels, is alleged to have been discovered in three locked travelling trunks, which had been put in the baggage room of the ship.

Mr. Hall, who, it is understood, was at one time an officer in the Indo-China Steamship Company, and latterly had been employed aboard other steamers sailing from Hong Kong, was later charged at the Central Police Station, bail to the amount of \$300,000 being demanded.

It is expected that he will appear before the Magistrate tomorrow morning.

Chiang Kai-shek's forces. The Reorganizationists depend on the overseas Kuomintang for remittance to support them and their troops, but money is not coming in so fast as expected. It is learned that if the Ironsides were well provided with money and ammunition they could have taken Canton long ago. At present, General Li Chung-jen, the Kwangsi militiaman in Nanning, is partly supporting the Ironsides with funds and provisions, but Li also needs money for his own Kuangsi soldiers.

A brigadier-general in Chang Kai-shek's army denied the report of General Chen Chi-tong that the Kuangsi Ironsides number no more than 13,000 ragged and worn-out troops. General Chen returned to Canton from Wuchow last week-end and in a weekly memorial service at the Kuangtung Kuomintang headquarters yesterday morning declared that the enemies have been scattering far and wide without any further power to fight. General Chen said that within the next few days a general attack will be launched against the insurgents by his divisions together with the allied forces from Kwelchow, Hunan, and Yunnan. The Canton commander expects to clear the Ironsides-Kuangsi rebels in a very short time and will send his army up north to fight Feng Yu-hsiang and Yen Hsi-shan.

Southern Optimism.

"This sounds very well to the ear of Chiang Kai-shek and Chen Ming-shu," remarked this Ironsides officer to your correspondent. The Kuangsi campaigns have been dragging on for more than two months without much success on the part of Chen Chi-tong's troops. But the newspapers in Canton and Nanking have been reporting success after success of their units which if true would have cleaned up the entire province of Kuangsi-Ironsides soldiers, while the actual fact is that our enemies are still holding their own positions without daring to advance farther west. If the pro-Nanking troops ever got into our lines, they are surely enveloped and destroyed." This general admits that his men are not well supplied with munitions and are not fully paid, but he says that as soon as Yen Hsi-shan and Feng Yu-hsiang capture Hankow and Hsiangchow, the Kuangsi-Ironsides will simultaneously launch a counter-attack against Generals Chen Chi-tong and Chu Shao-liang.

Although the Kuangsi forces have few aeroplanes to combat those of the Cantonese, the former hide in the mountains whenever an enemy machine approaches for its deadly work. Consequently, the air forces only frighten the Kuangsi-Ironsides without doing any material damages to them, tang and Chu Shao-liang.

The Kuomintang.

Canton, Last Night. According to a report from General Yang Pu-chang, commander of the 7th National Army, the Kuomintang who invaded the Honan-Hupoh frontier, comprised the following: (Continued on Page 10.)

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## COMMERCE &amp; FINANCE

## LOCAL SHARES.

## Benjamin and Potts' Weekly Report

Messrs. Benjamin and Potts, local share and general brokers, in their weekly share report dated yesterday state:

The local market continues active in all departments and shows a rising tendency. During the past week there has been a further expansion of business and price generally show an appreciable improvement. The ease in the money market continues, and the outlook is very encouraging.

Banks.—Hong Kong and Shanghai Bank was booked at the market at \$1.10, but subsequently dropped to \$1.30, in sympathy with the decline in London rate to 2 1/8 (middle). At the close the market has recovered somewhat and buyers prevail at \$1.405 with a sale reported at \$1.41.

Marine and Fire Insurances.—Union rose to \$475 but have since been sold at \$465. Cansons have strengthened and were placed at \$900. Hong Kong Pines were realised again at \$900. China Fires are still in request at \$365, while China Underwriters are firmer at \$1.60.

Shipping.—Waterboats show a further rise and are in demand at \$29.4. Hong Kong, Canton and Amoy Steamboats are a shade lower with no buyers over \$25.4. Douglas Steamships remain steady at \$23.4.

Docks, Wharves and Godowns.—Kowloon Wharves have taken a further spurt and a large business was transacted at rapidly advancing rates up to \$172. China Providents were bid up to \$6.15. Whampoa Docks are to be had at \$38. Hongkong Wharves were negotiated at the improved price of \$125 and continue in request. Shanghai Docks have hardened and can be placed at \$135. New Engineering are enquired for at \$12.8.

Lands, Hotels and Buildings.—Hong Kong and Shanghai Hotels changed hands at \$12.70 to \$13.25, the market closing with sellers at the higher quotation. Hong Kong Lands were active and finished up with buyers at \$78. Humphreys Estates are higher and are in demand at \$14 1/2 ex the dividend of 80 cents just paid. Realty have had a smart rise to \$11. Shanghai Lands have advanced to \$12.20.

Public Utilities.—Hong Kong Trams after weakness have again strengthened; sales taking place at \$20 1/2. Hong Kong Electric were booked at various rates up to \$76 1/2. Star Ferries have been dealt in between \$79 and \$80. A large business took place in China Lights and a further improvement in price has been established, sales having taken place up to \$27 1/2 for the Old and \$22 for the New shares. Telephones advanced to \$13 1/2. Peak Trams (Old) fetched \$11 1/2.

Miscellaneous.—Green Island Cements (Combined) were sold down to \$16.10 but there are buyers at the close at \$16 1/2. Dairy Farms have further advanced from \$24 to \$25.15 with sales at intermediate rates. Hong Kong Ropes were firm up to \$6.00. Lane Crawfords were put through at the enhanced quotation of \$4. There are buyers of Hong Kong Amusements at \$29 1/2 and Constructions at \$1.40.

Hong Kong Government Loan changed hands at 7 1/2 per cent. premium. Benguet are enquired for at \$6.80. Kailans have announced a distribution of bonus shares (\$1 each) in the proportion of 2 new shares for every 5 old. For this reason the shares are now quoted ex rights, the London price being \$1.18.

Cotton Mills.—Ewas have hardened and are enquired for at \$13 1/2. Shanghai Cottons closed appreciably higher at \$12.79 and \$8 for the Old and New shares.

Rubbers.—The following are the latest cable quotations received from Shanghai.  
Buyers.  
Anglo-Java \$11.75  
Anglo-Dutch 4.00  
Batu Anams 0.70  
Chlorox 1.15  
Consolidated 2.70  
Kroovocks 1.55  
Ropax 1.10  
Tannah Morals 1.10  
Tobago 1.90  
Zhangbes 0.60

Exchange.—The T.T. rate on London is 1/5.5-10 and on Shanghai 78 1/2.

Forward Settlement Days.—May 27 and June 24.

Take such a man out to dinner and a theatre, if one liked him, but he would say it was unethical to treat him as if one did not like him and then to send him boxes of cigars periodically.—Sir Charles Mander in the News Sheet.

## COMPANY REPORT.

## China Fire Insurance Company.

The report of the Directors for presentation to the shareholders at the sixty-first ordinary meeting to be held at the company's office at 11.15 p.m. on Friday, May 30, is as follows:

The board has now to lay before the shareholders a balance sheet containing a summary of the property and liabilities of the company on December 31, 1929, and a statement of working accounts.

1928 Account.—After payment of the interim dividend of \$3 per share passed at the last annual meeting, there remains a balance of \$548,094.68 as per annexed statement.

The board recommends that a final dividend of \$9 per share and a bonus dividend of \$8 per share on 20,000 shares be paid to shareholders, absorbing \$300,000, and that the balance be carried forward to underwriting suspense account to close the account for the year 1928.

1929 Account.—The balance of working account on December 31, 1929, was \$1,127,629.84 as per annexed statement.

The board recommends that an interim dividend of \$3 per share be paid to shareholders, absorbing \$60,000, and that the remainder be carried forward.

Directors.  
Since the last General Meeting, Mr. L. J. Davies, Mr. W. L. Patten and Mr. W. H. Bell resigned from the board, and the Hon. Mr. C. G. S. Mackie, Mr. D. O. Russell and Mr. J. K. Bousfield have joined the board.

In accordance with the Articles of Association, Mr. J. A. Plummer and Mr. J. P. Warren retire, but offer themselves for re-election.

Auditors.  
Messrs. Lowe, Bingham and Matthews and Messrs. Linstead and Davis, Chartered Accountants, retire, but offer themselves for re-election.

## NEW \$100 NOTES.

The Sunday Mail is informed by the Manager of the Chartered Bank of India, Australia & China that it is about to issue a \$100 note of new design. It is very different in design from the note now in circulation and is considerably smaller.

The design on the left front of the note gives a finely engraved portrait of Britannia and on the right there is a water mark giving the value in English figures and in Chinese characters.

The main feature of the design on the back is a South China Junk in sail.

The work is polychromatic and the general effect of the colouring light violet. The excellent engraving and colour scheme should prove an effective bar to forgery.

## NOTE ISSUES

## Official Monthly Returns.

## TOTAL OF \$91 MILLIONS.

The returns of the average amount of banknotes in circulation and of specie in reserve in Hong Kong, during the month ended April 30, 1930, as certified by the Managers of the respective Banks is as follows:—

| Banks                                        | Average Amount | Specie in Reserve |
|----------------------------------------------|----------------|-------------------|
| Chartered Bank of India, Australia and China | \$10,337,053   | \$7,400,000       |
| Hong Kong and Shanghai Banking Corporation   | 60,678,696     | 40,000,000        |
| Mercantile Bank of India, Ltd.               | 2,235,198      | 800,000           |
| Total                                        | \$73,250,947   | \$57,400,000      |

\* In addition Sterling Securities are deposited with the Crown Agents valued at \$1,315,100.  
† In addition Securities deposited with the Crown Agents and Straits Government valued at \$2,875,000.  
‡ In addition Securities deposited with the Crown Agents valued at \$180,000.

The following statement of the securities lodged with the Crown Agents by the Mercantile Bank of India, Limited, against their notes in circulation, is published for general information under Section 5 of the Mercantile Bank Note Issue Ordinance, 1911. (Ordinance No. 65 of 1911):—

| Security                                       | Amount    | Latest market price |
|------------------------------------------------|-----------|---------------------|
| 5 1/2% Treasury Bonds repayable on 100 in 1930 | \$180,000 | 101 1/4—101 1/2     |

The design on the left front of the note gives a finely engraved portrait of Britannia and on the right there is a water mark giving the value in English figures and in Chinese characters.

The main feature of the design on the back is a South China Junk in sail.

The work is polychromatic and the general effect of the colouring light violet. The excellent engraving and colour scheme should prove an effective bar to forgery.

## POST OFFICE NOTICE.

## RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.  
Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

## INWARD MAILS

| From                                        | Per               |
|---------------------------------------------|-------------------|
| SUNDAY, MAY 11.                             |                   |
| Straits                                     | Talamba           |
| Amoy & Shanghai                             | Tikarang          |
| MONDAY, MAY 12.                             |                   |
| Manila                                      | Empress of Canada |
| Manila                                      | President Pierce  |
| TUESDAY, MAY 13.                            |                   |
| Batavia                                     | Tjibadak          |
| Australia and Manila                        | Tai Ping          |
| Straits                                     | Allipore          |
| FRIDAY, MAY 16.                             |                   |
| Japan and Shanghai                          | Hakone Maru       |
| MONDAY, MAY 19.                             |                   |
| U.S.A. (San Francisco, April 25), Honolulu. |                   |
| Japan and Shanghai                          | President Taft    |
| Japan                                       | Kaga Maru         |
| TUESDAY, MAY 20.                            |                   |
| U.S.A. (San Francisco, April 26), Honolulu. |                   |
| Japan and Shanghai                          | Chichibu Maru     |
| Japan & Shanghai                            | Sphinx            |
| FRIDAY, MAY 23.                             |                   |
| Japan and Shanghai                          | Mantua            |

## OUTWARD MAILS

| For                                                                                    | Per                                                                                                                                                                                                     |
|----------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SUNDAY, MAY 11.                                                                        |                                                                                                                                                                                                         |
| *Swatow and Foochow                                                                    | Chih Shing 9 a.m.                                                                                                                                                                                       |
| Bangkok via Swatow                                                                     | Kalgan 9 a.m.                                                                                                                                                                                           |
| Swatow, Amoy and Formosa                                                               | Canton Maru 9 a.m.                                                                                                                                                                                      |
| MONDAY, MAY 12.                                                                        |                                                                                                                                                                                                         |
| Shanghai                                                                               | Hakozaki Maru 10.30 a.m.                                                                                                                                                                                |
| Fort Bayard                                                                            | Wing Wo 11 a.m.                                                                                                                                                                                         |
| Swatow                                                                                 | Hydrangen 3 p.m.                                                                                                                                                                                        |
| Japan, *Canada, *U.S.A., *C. & *S. America and *Europe via Victoria, B.C.              | President Pierce (Due Victoria, B.C., May 31.)<br>Parcels 11.45 a.m.<br>Registration 4.15 p.m.<br>Letters 5 p.m.<br>Tai Ping 4 p.m.<br>President Pierce (Registration May 12, 5 p.m.)<br>Letters 6 p.m. |
| TUESDAY, MAY 13.                                                                       |                                                                                                                                                                                                         |
| Manila                                                                                 | Tikarang 10.30 a.m.                                                                                                                                                                                     |
| Swatow, Amoy & Foochow                                                                 | Halyang 1 p.m.                                                                                                                                                                                          |
| Australia (except places North of Brisbane) and New Zealand via Singapore and Brisbane | Patroclus, connecting with a.s. Nieuw Holland at Singapore. (Due Brisbane, June 3.)<br>Registration May 13, 4.15 p.m.<br>Letters 5 p.m.<br>Clara Jebben 4.30 p.m.                                       |
| Salmon, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles        | Patroclus (Due Marseilles, June 11.)<br>G.P.O.<br>Registration May 13, 4.30 p.m.<br>Letters 4.30 p.m.                                                                                                   |
| WEDNESDAY, MAY 14.                                                                     |                                                                                                                                                                                                         |
| Swatow                                                                                 | Chaksang 8.30 a.m.                                                                                                                                                                                      |
| Hoihow                                                                                 | Kwai Yang 10.30 a.m.                                                                                                                                                                                    |
| Amoy                                                                                   | Tsinan 3.30 p.m.                                                                                                                                                                                        |
| Shanghai, Japan, Canada, U.S.A., C. & S. America and *Europe via Vancouver, B.C.       | Empress of Canada (Due Vancouver, B.C., May 30 and *Europe via Siberia.)<br>Parcels May 14, 5 p.m.<br>Registration May 15, 9.15 a.m.<br>Letters 10 a.m.                                                 |
| THURSDAY, MAY 15.                                                                      |                                                                                                                                                                                                         |
| Straits and Calcutta                                                                   | Hosang<br>Parcels May 15, Noon<br>Mausang 1.50 p.m.<br>Letters 1 p.m.                                                                                                                                   |
| FRIDAY, MAY 16.                                                                        |                                                                                                                                                                                                         |
| Swatow, Amoy and Foochow                                                               | Hai Ning 2 p.m.                                                                                                                                                                                         |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles | Hakone Maru (Due Marseilles, June 15.)<br>G.P.O.<br>Registration May 16, 4.30 p.m.<br>Letters 4.30 p.m.<br>Kumsang 5 p.m.                                                                               |
| MONDAY, MAY 19.                                                                        |                                                                                                                                                                                                         |
| Manila, Australia & New Zealand via Thursday Island                                    | Tai Ping (Due Thursday Island, May 31.)<br>Parcels May 19, 5 p.m.<br>Registration May 20, 9.45 a.m.<br>Letters 10.30 a.m.                                                                               |
| TUESDAY, MAY 20.                                                                       |                                                                                                                                                                                                         |
| Manila, *Australia and *New Zealand via Thursday Island                                | Kaga Maru (Due Thursday Island, June 2.)<br>Registration May 20, 8.45 a.m.<br>Letters 9.30 a.m.<br>Halyang 1 p.m.                                                                                       |
| FRIDAY, MAY 23.                                                                        |                                                                                                                                                                                                         |
| Swatow, Amoy and Foochow                                                               | Sphinx (Due Marseilles, June 21.)<br>G.P.O.<br>Registration May 23, 1.45 p.m.<br>Letters 2.30 p.m.                                                                                                      |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles | Mantua (Due Marseilles, June 20.)<br>G.P.O.<br>Registration May 23, 4.30 p.m.<br>Parcels May 23, 5 p.m.<br>Registration May 24, 9 a.m.<br>Letters 10.30 a.m.                                            |

\* Registered correspondence only.

## HONG KONG STOCK EXCHANGE

## HIGHEST AND LOWEST QUOTATIONS

DURING MARCH, 1930.  
(Figures from Ellis & Edgar Monthly-booklet)

|                           | Sales         | Buyers        | Sellers       | Nominal       |
|---------------------------|---------------|---------------|---------------|---------------|
| Hong Kong Bank            | 1400-1850     | 1400-1845     | 1385-1370     | 32 1/2        |
| Bank of East Asia         | 100-98        |               |               |               |
| Canton Insurance          | 780-775       | 800-750       |               |               |
| Union Insurance           | 420-385       | 420-382       |               |               |
| China Underwriters        | 1 1/4-1 1/2   | 1.10          | 1.70-1.30     |               |
| China Fire Insurance      | 350-340       |               |               |               |
| H.K. Fire Insurance       | 905-880       | c/d.          |               |               |
| H.K. Fire Insurance       | 900-875       | x/d.          |               |               |
| Douglas                   | 23 1/2        | 26            | 25 1/2-23 1/2 | 26            |
| H.K. Steamboats           | 27 1/2-25     | 27-26 x/d.    | 27-20 1/2     | 27-24 1/2     |
| Indo-China (Prof.)        |               |               |               | 43            |
| do. (Def.)                |               |               | 60            | 70            |
| Union Waterboats          | c/d.          | 20-25         |               |               |
| H.K. & K. Wharves         | 153 1/2-152   | 152 1/2-151   | 154-153       | c/d.          |
| H.K. & W. Docks           | 147-144 1/2   | 154 1/2-144   | 145-144 1/2   | x/d.          |
| H.K. & S. Hotels          | 33-32         | 33-32         | 33            | 33            |
| China Providents          | 5 1/4-5       | 5 1/4-5       | 5 1/2-5 1/4   | 5.05          |
| H.K. & S. Hotels          | 13 1/2-12 1/2 | 13 1/2-12 1/2 | 12 1/2-12 1/2 | 12.90         |
| H.K. Lands                | 74-64         | 74-63 1/2     | 67 1/2-64 1/2 |               |
| Humphreys                 | 14            | 14            | 14            | 14            |
| H.K. Realities            | 8 3/4-8 1/4   | 8 1/4-8 1/4   | 8 1/4-8 1/4   | 8.30          |
| H.K. Tramways             | 20 1/2-19 1/2 | 20 1/2-19 1/2 | 20 1/2-20 1/2 | c/d.          |
| Peak Trams (Old)          |               |               |               | 11 1/2        |
| Star Ferries              | 69 1/2-69     | 71 1/2-69 1/2 | 67 1/2-67     | 67-60 1/2     |
| China Lights              | 22 1/2-20 1/2 | 22 1/2-20 1/2 | 20 1/2-20 1/2 | ex-Rights     |
| do. (\$1 paid)            | 17 1/2-14 1/2 | 18 1/2-14 1/2 |               | 15            |
| H.K. Electric             | 69 1/2-69     | 69 1/2-69     | 67-60 1/2     | 69 1/2        |
| Telephones                | 13-10 1/2     | 13 1/2-10 1/2 | x/d.          | 18 1/2        |
| Canton Teas               | 15 1/2-14 1/2 | 16 1/2-14 1/2 | 15-14 1/2     | c/d.          |
| Cements (Combined)        | 10-14 1/2     | 10-14 1/2     | 15 1/2-14 1/2 | x/d.          |
| do. (Old)                 | 10 1/2-10 1/2 | 10 1/2-10 1/2 | 10 1/2-10 1/2 | 10 1/2-10 1/2 |
| do. (New)                 | 4 1/2-4 1/2   | 4 1/2-4 1/2   | 4 1/2-4 1/2   | 4 1/2-4 1/2   |
| H.K. Ropes                | 7 1/2-6       | 7 1/2-6       | 7 1/2-7       |               |
| Dairy Farm                | 22 1/2-22     | 22 1/2-22     | c/d.          | 22.40-22.30   |
| Watsons                   | 21 1/2-20 1/2 | 21 1/2-20 1/2 | x/d.          | 20 1/2        |
| Lane, Crawford            | 2 1/2-2 1/2   | 2 1/2-2 1/2   | 2 1/2-2 1/2   |               |
| Wm. Powells               | 2 1/2-2 1/2   | 2 1/2-2 1/2   |               |               |
| H.K. Amusements           | 20            | 20 1/2-28     |               |               |
| H.K. Constructions        | 10 1/2-10 1/2 | 10 1/2-10 1/2 | c/d.          | 1.80          |
| Rauha                     | 10 1/2-10 1/2 | 10 1/2-10 1/2 | x/d.          |               |
| Ewo Cottons               | 10 1/2-10 1/2 | 10 1/2-10 1/2 | c/d.          | 10 1/2-10 1/2 |
| Shanghai Cotton (Old) Tls |               |               |               | 80            |
| do. (New) Tls             |               |               |               | 82-78         |
| Langkats                  |               |               |               | 18.90         |
| New Engineering Tls       |               |               |               | 8-7.80        |
| Shanghai Docks            | 120-125       | 120-125       | 125-123       |               |

Exchange (T.T.): London 1/5 1/4—1/5 1/4; Shanghai 70 1/4—77 1/4.

## TENDERS ACCEPTED.

It is notified in the Government Gazette that the following tenders have been accepted:

Messrs. Foo Loong & Co. for Kowloon Quarry No. 13 at the annual rental of \$700.

Messrs. Foo Loong & Co. for Kowloon Quarry No. 14 at the annual rental of \$850.

Messrs. Tak Hing & Co., \$10,681.15, for the construction of a Public Market at Kowloon Tong.

The Hong Kong & Whampoa Dock Co., Ltd., \$4,200 for repairs to No. 4 Police Launch.

Messrs. Foo Loong & Co., \$42,204.50, for the construction of a road from Tsim Wan to Seton Point.

The Hong Kong & Whampoa Dock Co., Ltd., \$2,300 for repairs to S/L P.D. 1.

The Talkoo Dockyard & Engineering Co. of Hong Kong Ltd., \$5,500 for repairs to Rescue Tug Kau Sing.

## STEAMERS' MOVEMENTS

The C.P.S. R.M.S. Empress of Canada, Capt. A. J. Hally, R.N.R., will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe and Yokohama at noon on May 15 (Thursday).

The C.P.S. R.M.S. Empress of Asia from Hong Kong on April 30, left Yokohama on May 8 at 3 p.m., and is due at Vancouver on May 17.

The C.P.S. R.M.S. Empress of Russia left Vancouver for Hong Kong, via Japan ports and Shanghai, on May 8, and is due here on May 26. She will call for Manila at 5 p.m. on May 27.

The C.P.S. R.M.S. Empress of Canada arrived at Manila on May 10 (Sat.) at 10 a.m., left Manila on May 30 (Sat.) at 8 p.m., and is due at Hong Kong on May 12 (Mon.) at 8 a.m.

The Ryuketsu Industrial Development Co., Ltd. has now been registered with a registered capital of \$100,000, to provide loans for the rationalization of industry.

## JAPANESE CONVERSION LOAN.



## HONG KONG, CANTON AND MACAO STEAMERS

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO STEAMBOAT CO., LTD., & THE CHINA NAVIGATION CO., LTD.

### HONG HONG — CANTON LINE.

Ballings from Hong Kong: Daily, at 8 a.m. & 10 p.m. (Sundays 10.00 p.m. only)  
Ballings from Canton: Daily, at 8 a.m. & 4.30 p.m. (Sundays 4.30 p.m. only)

### HONG HONG — MACAO LINE.

Ballings from Hong Kong: Daily at 8 a.m. & 4 p.m. (Sundays Excepted.)  
Ballings from Macao: Daily at 8 a.m. & 2 p.m. (Sundays Excepted.)

### EXCURSION TO MACAO.

SUNDAY, 11th May.

S. S. "SUI TAI"

Will depart from Company's Wing Lok Street Wharf at 9 a.m. and from Macao at 4.00 p.m.

NOTE.—All Steamboat Company's steamers are fitted with wireless.

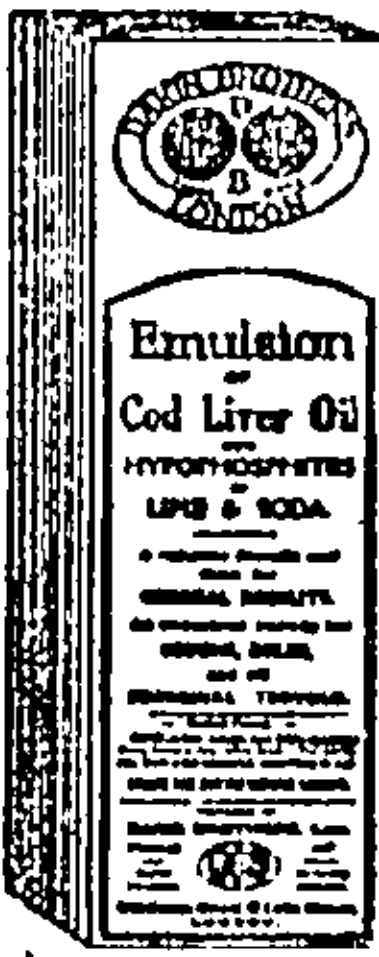
## Pillars of health



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**CURE** for colds, coughs and general debility.  
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36, Nathan Road, Kowloon.



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Wanchai Branch, No. 34, Praya East, Hong Kong.

## HOME SPORT

### FOOTBALL

**Everton's Bad Luck.**  
One of the charges against professional football is that the "power of the purse" operates at the expense of the sport in the game. To an extent the charge is true, but every now and then evidence arises to prove that wealth cannot command success. We have had that driven home this season by the experience of two of the wealthiest clubs in the country — Everton and Newcastle United.

They have poured out enormous wealth to secure winning teams and have failed. No matter how new men have been signed, they have been unable to get out of the rut, and Everton has not escaped disaster in the shape of relegation to the Second Division.

The blow will be felt by them more than it would be by several of the other First Division clubs, because they have such a proud record. Everton are one of the original 12 clubs of the League, and they have been able to boast of the fact that they alone have never been relegated or have had to seek re-election to the First Division.

Considering the many players of talent they have had on the books, and still have, it is hard to explain why they have come to their dangerous pass. For two years ago, Everton were the Champions of the League. No doubt, much of their decline has been due to the falling off in form of their one-time "star" forward, Dean. Not very long ago, this young centre-forward was the hero of football—England's centre-forward, and he put up the remarkable record of scoring 69 goals in one season. He went up like a rocket. Alas! he has come down like a sick.

**Eggs in One Basket.**  
Everton appear to be paying the penalty of carrying all their eggs in one basket. Any football follower will tell you that it became the policy of Everton players to play up to Dean, for Dean to score the goals. That was why the popular cry "Give it to 'Dixie'" arose. Dean, however, became a marked man, and with his activities always closely watched, he found his scope limited. When he failed others could not make up the deficiency.

But it was ever thus in football. Nowadays, great players fade away more quickly than ever before. Scoring forwards are like meteors. The First Division will certainly lose a decided asset if Everton go down, because whatever may have been the weaknesses of the Liverpool club, the team has always endeavoured to play artistic and entertaining football. It has served up polished football rather than slap-dash Soccer.

Such a club's officials would not find it easy to get out of the Second Division, for in the "Lower House," three classes of football have to be negotiated—the smart teams near the top, teams almost as good as, in the First Division, then hard-plugging teams in the middle, and lastly the desperate fighters in the depths of the table. In the First Division, teams are more on an equality.

### RUGBY FOOTBALL

**Army Services Champions.**  
The Army won the Inter-Services Championship for the third year in succession, by their defeat of the Royal Air Force. The scores were a goal and three tries to a goal and a try. It was a singular game for the reason that, brilliantly led by George Beamish, the Air Force forwards were early on so superior to those of the Army that they were able to dispense with the services of one of them—Sergeant W. H. Kirey—who for the remainder of the game, acted as a "rover," a position in which he was very successful in attack. The two outstanding players in the game were Beamish for the Air Force, and E. W. F. de V. Hunt for the Army, both of them internationals. Now that W. W. Wakefield has passed his best, and J. M. Bannerman is at least temporarily lost to the game, there is little doubt that the Irishman is the greatest forward player to-day. While it always appeared that the Army would win the game, the Air Force did not capitulate without a determined effort, and in spite of the fact that they were always battling against an adverse margin of points. The Army scored twice, in rapid succession, at the end of twenty minutes. Rice Evans and J. R. Coles crossing for D. H. Nott to convert once. The Air Force retaliated with an unconverted try through D. R. Gibbs before the interval, and afterwards, following another try for the Army by G. Townsend, the Air Force reduced the margin against them to three points with a try from N. E. White that was finely converted by Gibbs.

There was a desperate struggle from row to row, but a final try by J. W. Wainwright made matters safe for the Army.

### Final Table.

|                 | P. | W. | L. | D. | Pts. |
|-----------------|----|----|----|----|------|
| Army            | 2  | 2  | 0  | 0  | 4    |
| Royal Navy      | 2  | 1  | 1  | 0  | 2    |
| Royal Air Force | 2  | 0  | 2  | 0  | 0    |

### Trouble in Wales.

There is a possibility of revolutionary changes in the management of the Welsh Football Union, if certain speakers are voicing truly the opinions of the second-class clubs in Wales. At general meetings of the Union each affiliated club is entitled to have two representatives, and there are 89 clubs in membership. The first-class clubs are comparatively few. Close behind Cardiff, Swansea, and Newport are Llanelli, Neath, Aberavon and Pontypool, while Bridgend, Cross Keys, and Penarth have claims to recognition. Thus there are ten clubs who possibly would stand together, but as they could command only twenty votes out of 178 it is obvious that if the other clubs present a united front drastic changes in the constitution of the Welsh Football Union are possible.

Two powerful organisations, the West Wales League and that in Monmouthshire show distinct signs of restiveness. Some of the junior clubs feel that they are not adequately represented when players are chosen for trial and international games, and although the selection of a national side should be above all petty club considerations, the malcontents have more support than usual because of the lack of ability shown by the match committee this season. The average follower of the game feels that the committee have failed to make good use of splendid material at their disposal. After the Irish game at Swansea speeches were made at a West Wales League function which augurs badly for unity in Welsh Rugby, but when it comes to the point it is unlikely that the second-class organisations will present one united front in an attack upon the present condition of affairs. But the mere threat is enough to cause uneasiness.

### C. C. Tanner.

C. C. Tanner, the young Cambridge player who was in the England side against Scotland in the Calcutta Cup match would probably never have been heard of but for the fact that the Light Blues were desperately hard up for a "winger" in the last match they played when all the usual players were on the injured list. He was included almost at the last minute. It is very doubtful if any other man has gained a cap for England after playing in only two first-class matches. The fact that he was not even on the list of "possibles" at Cambridge could not have been because he was unknown.

The smaller Colleges sometimes have men who, possibly, do not get their deserts because they are not known to the authorities, but that does not apply to Tanner, who was the captain of the Pembroke team and, as such, was under the eyes of P. H. Waters, the Cambridge secretary, who is himself at Pembroke. He must have suddenly developed form far in advance of his normal play, as the general opinion at Cambridge was that at the beginning of the October term he was hardly worth his place in the Pembroke team. He may, however, be a player who has to be in the best company to show his real ability. He had one opportunity and he took it, and he was unlucky against Scotland in that his partner starved him. He is a third-year man, and there is a considerable doubt if he will be able to be in residence next year to get a Blue.

### RACING

**First Steeplechase on Record.**  
In the sale of the Carrington heirlooms and pictures by old masters belonging to Lord Winton, and from other sources, at Christie's, this month, is Foreley's portrait of Captain Horatio Ross, on his famous horse, Clinker.

Ross, who was the godson of Nelson, has been described as the greatest sportsman of all time. At thirteen he had killed his first grouse; at eighty-two he killed eighty-three birds, with eighty-three shots. Previously, in the Forest of Bial, he had killed thirteen deer with fourteen shots, and accounted for eight stags in twenty minutes.

Foreley's pictures depict Captain Ross on Clinker, which he rode in a match against Lord Kennedy's Radical over a four-mile course in 1820, and won in eleven and a quarter minutes. This was the first steeplechase on record.

Captain Ross was in the Volunteers, and on one occasion he and his three sons were in a team competing for the Ebley Shield. He was also an oarsman.

### TENNIS

### Henri Cochet Uncertain.

It was reported that Henri Cochet, the French player who won the Wimbledon singles championship last year, might not, because of pressure of business, be able to defend his title this year. Interviewed in Paris by a representative of the International News Service, Cochet said that he was most anxious to play at Wimbledon, but was not yet able to say definitely whether it would be possible or not.

At a meeting of the International Lawn Tennis Federation in Paris it was decided, on the proposal of France, to transfer the organisation of the Davis Cup Competition from the Davis Cup Committee to the International Federation. The Federation considered the American proposal that national associations be given power to open all tournaments to professionals as well as amateurs. The British Lawn Tennis Association proposed an amendment that such open tournaments be restricted to one tournament in each country a year. Both the amendment and the resolution were defeated by a large majority.

The balance-sheet of the All-England Lawn Tennis Club for 1929 discloses a net profit of £23,100 on the championships at Wimbledon last year. This is an increase of £3,700 on 1928. At the annual general meeting in London on March 26 it was explained that the increase is due to £1,600 more receipts and £2,200 decrease in expenditure. The Lawn Tennis Association receives £8,900 as its share of the surplus. The All-England Club uses its profits on improvements to the ground and the stands, wages, and the redemption of debentures. The Lawn Tennis Association has in the past used its share of the profits to build up a huge reserve, but now some of it goes towards sending teams abroad and helping the counties to provide professional coaches to the clubs.

### CRICKET.

### Notts C.C.

It was announced at the annual meeting of the Nottinghamshire Cricket Club at Nottingham on March 25 that the revenue account for last year showed a loss of £1,399, mainly due to expenditure on dressing-rooms and stands. The ground improvements for the forthcoming Test match will provide ample seating accommodation for 25,000 people.

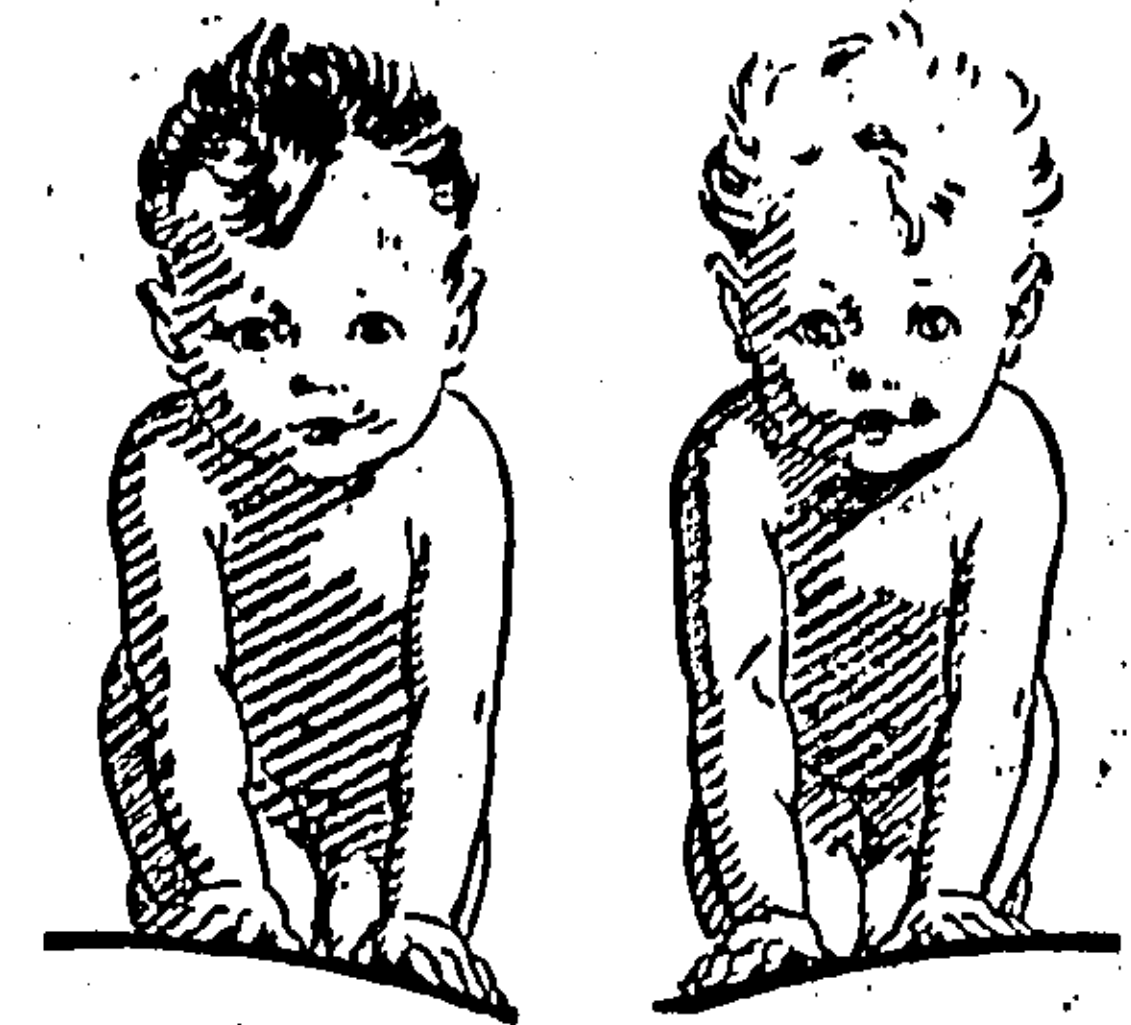
Mr. J. A. Dixon, in seconding the report, which was carried, said there had been a suggestion that the anxieties and responsibilities of a champion county defending its title led that county to prefer a draw to the risk of a defeat. That would never be the policy of Nottinghamshire under the captaincy of Mr. A. W. Carr, and the members would rather the Championship was lost than that such methods were employed.

### GOLF

**Oxford Defeats Cambridge.**  
In the "Varsity" match which was concluded at Hoylake on March 28 Oxford gained a decisive victory, securing 12 points to Cambridge's 3 on the two days' play. The Dark Blues won the singles by 8 matches to 2. The match was played under somewhat unusual conditions, and in a leading article commenting on it, the Morning Post remarks:

"That Oxford won the University Golf Match is a small matter, a mere rub of the green. What distinguishes the contest of 1930 is the fact that for the first time the rigour of the game was relaxed. By amicable arrangement the captains decided that balls landing in casual water in a bunker should be lifted and replayed, thus setting at naught the absolute rule which governs match play.

"Inevitably this modernisation of the game produced fantastic results, so that holes were won and lost in ways quite contrary to all probability. It may be argued that if the Oxford and Cambridge captains chose to vary the rules of golf for their own amusement in a match which is peculiarly their own affair the world outside has no right to praise them or reprove them. But most golfers will feel that this family arrangement gave a fatal tinge to the whole match, that it was opposed to the proper spirit of the game, and that it might create a precedent which would injure and not help the playing of golf."



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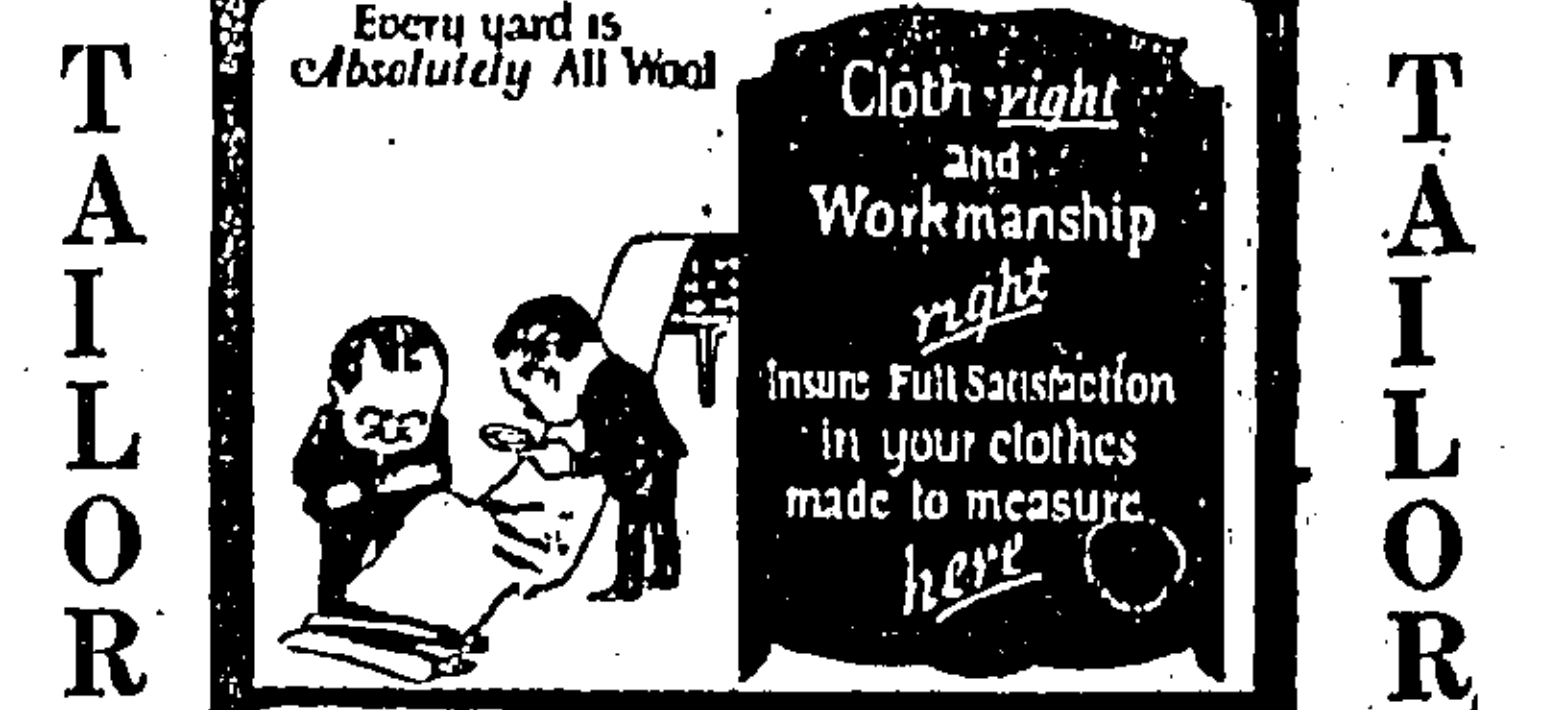
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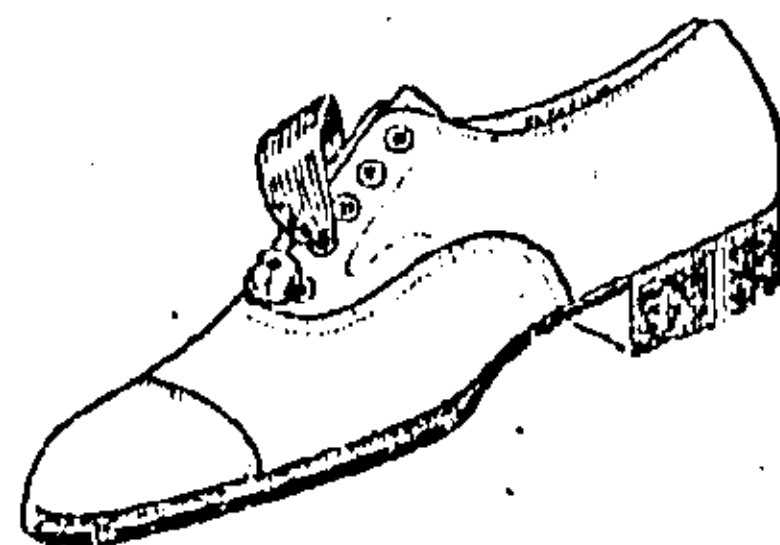
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## LAWN BOWLS.

Six Home Teams Triumph.

CIVIL SERVICE "DOUBLE."

Craigengower C.C. Defeat K.C.C.

Six victories out of eight matches went to the home teams in the Lawn Bowls league yesterday.

The Civil Service C.C. are the only Club to be still unbeaten in both divisions. Yesterday, their "A" team, playing away, vanquished the Club de Recreo, whilst their "B" team, on home ground, accounted for the Talkoo R.C.

In League I, the Craigengower C.C. turned the tables on the Kowloon C.C. The Kowloon Dock R.C. do not appear to have got into their stride yet, and it is hoped that the Police R.C. will not have another pointless season.

In Division II, the Kowloon C.C. surprised the Kowloon Bowling Green Club, whom they beat by the big margin of 32 shots. Craigengower C.C. avenged their last year's defeat by the Electric R.C., whilst Civil Service and the Yacht Club, as expected, took full points from Talkoo R.C. and Club de Recreo, respectively.

### LEAGUE TABLES.

The positions in the league to date are:—

| Division I.            | P.  | W.  | D. | L. | Pts. |
|------------------------|-----|-----|----|----|------|
| Civil Service C.C.     | 2   | 2   | 0  | 0  | 6    |
| Craigengower C.C.      | 2   | 2   | 0  | 0  | 6    |
| Talkoo R.C.            | 2   | 1   | 0  | 1  | 3    |
| Club de Recreo         | 2   | 1   | 0  | 1  | 3    |
| Kowloon C.C.           | 2   | 1   | 0  | 1  | 3    |
| Kowloon B.G.C.         | 2   | 1   | 0  | 1  | 3    |
| Kowloon D.R.C.         | 2   | 1   | 0  | 1  | 3    |
| Police R.C.            | 2   | 0   | 0  | 2  | 0    |
| Shots For and Against. |     |     |    |    |      |
| For Agst. Up Dn.       |     |     |    |    |      |
| Craigengower C.C.      | 121 | 51  | 30 | 0  |      |
| Talkoo R.C.            | 127 | 97  | 20 | 0  |      |
| Club de Recreo         | 131 | 102 | 20 | 0  |      |
| Civil Service C.C.     | 115 | 103 | 12 | 0  |      |
| Kowloon C.C.           | 119 | 120 | 0  | 1  |      |
| Kowloon B.G.C.         | 110 | 121 | 0  | 1  |      |
| Kowloon D.R.C.         | 93  | 117 | 0  | 2  |      |
| Police R.C.            | 64  | 155 | 0  | 71 |      |

### League I.

TALKOO R.C. v. POLICE R.C.

On their own ground, the Talkoo R.C. defeated the Police R.C. by 33 shots. Scores:—

| Talkoo R.C.    | Police R.C.     |
|----------------|-----------------|
| J. B. Chapman  | S. Nolan        |
| T. Grimes      | G. Alexander    |
| G. McLeod      | J. S. Dick      |
| N. Drummond    | E. Post         |
| (Skip) ... 22  | (Skip) ... 14   |
| J. Sloan, Sr.  | W. McLeod       |
| A. Stalker     | W. Glendinning  |
| J. Laing       | R. Marks        |
| R. Wallace     | J. C. West      |
| (Skip) ... 23  | (Skip) ... 11   |
| J. C. Chalmers | W. Dal          |
| McIntyre       | McHardy         |
| J. Russell     | J. C. S. Fender |
| W. Waterspoon  | G. Hargreaves   |
| (Skip) ... 26  | (Skip) ... 13   |
| 71             | 88              |

C.C.C. v. KOWLOON C.C.

At Happy Valley, the Craigengower C.C. defeated the Kowloon C.C. by 25 shots. Scores:—

| Craigengower C.C. | Kowloon C.C.   |
|-------------------|----------------|
| W. T. Brightman   | A. C. Burford  |
| J. Cavanagh       | J. Howe        |
| C. S. Rossell     | L. E. Lamont   |
| R. Haas           | A. E. Silstone |
| (Skip) ... 28     | (Skip) ... 20  |
| E. Tuck           | H. Gitting     |
| A. E. Coates      | C. J. Tacchi   |
| E. el Arculli     | A. Hyde Lay    |
| U. M. Omar        | J. Fraser      |
| (Skip) ... 17     | (Skip) ... 18  |
| F. J. Naves       | F. Goodwin     |
| M. A. R. Sousa    | J. C. Lyl      |
| D. Rumbach        | J. Overy       |
| B. W. Bradbury    | J. Gibson      |
| (Skip) ... 27     | (Skip) ... 9   |
| 72                | 47             |

K.B.G.C. v. K.D.R.C.

On their own ground, the Kowloon B.G.C. defeated the Kowloon Dock R.C. by 19 shots. Scores:—

| Kowloon B.G.C.      | Kowloon D.R.C. |
|---------------------|----------------|
| D. Muir             | H. C. Cooper   |
| J. McIntosh         | E. Docherty    |
| E. W. L. Hogbin     | W. Hedley      |
| A. M. Holland       | R. Lapley      |
| (Skip) ... 28       | (Skip) ... 11  |
| H. F. Stoneham      | F. Goodman     |
| V. H. W. Chittenden | G. Henderson   |
| H. Nish             | M. McKelvie    |
| L. Guy              | S. Gray        |
| (Skip) ... 20       | (Skip) ... 19  |
| R. S. Nichol        | W. Greig       |
| H. H. Rose          | V. Ramsay      |
| H. McTavish         | F. Cullen      |
| W. R. Whitley       | W. Johnston    |
| (Skip) ... 20       | (Skip) ... 19  |
| 68                  | 49             |

RECREO v. C.S.C.C.

At King's Park, the Club de Recreo lost to the Civil Service C.C. by nine shots. Scores:—

| Recreo        | Civil Service    |
|---------------|------------------|
| E. Barros     | Jas. T. Dobbie   |
| L. Gutierrez  | L. E. Longbottom |
| C. Lopez      | G. C. Moss       |
| A. Ribeiro    | J. C. Gregory    |
| (Skip) ... 17 | (Skip) ... 24    |
| 47            | 56               |

|                |                |
|----------------|----------------|
| C. M. S. Alves | F. J. Jones    |
| J. Ribeiro     | S. E. Alderman |
| H. A. Alves    | A. H. Oawlok   |
| P. Yvanovich   | A. O. Brown    |
| (Skip) ... 11  | (Skip) ... 21  |

ELECTRIC R.C. v. C.C.C.

At North Point, the Electric R.C. lost to the Craigengower C.C. by four shots. Scores:—

| Electric R.C.    | Craigengower  |
|------------------|---------------|
| S. J. Clarke     | M. G. Mc      |
| E. Thompson      | R. O. Reed    |
| D. S. Hill       | E. Zimmerman  |
| W. H. B. Munkett | W. Field      |
| (Skip) ... 11    | (Skip) ... 20 |

|                 |                |
|-----------------|----------------|
| W. Stoker       | D. K. Kharas   |
| G. T. Badgett   | A. L. de Sousa |
| F. Duckworth    | Y. Abbas       |
| H. Hatch        | W. Collin      |
| (Skip) ... 20   | (Skip) ... 16  |
| A. Turbow       | R. Bolero      |
| T. P. Sanderson | Ward           |
| J. F. Lunny     | P. Dixon       |
| A. F. Paul      | J. Carr        |
| (Skip) ... 24   | (Skip) ... 18  |
| 55              | 59             |

### SCOTS BOWLERS.

Alterations of the Rules.

At the annual general meeting of the S.B.A., held in Edinburgh, President David M. Fleming occupied the chair.

Office-bearers for the ensuing season were appointed as follows:—President, Mr. John McGilchrist (Allos); vice-president, Mr. W. H. Penman (Dumfriess); secretary and treasurer, Mr. A. H. Hamilton.

The retiring president, Mr. David M. Fleming, was made an honorary member of the Association.

Time Granted.

The chief item of discussion was the I.B.B. recommendation that the time allowed for the stamping of bowls be extended to April 18, 1931. That was passed.

Mr. Tom Logic (Wallerfirth) suggested that the Scottish championship and the two finalists in the single-handed championship should be chosen to play in the international matches in the year following their winning of the honours.

Rules Altered.

The following alterations in the laws of the game were agreed to:—From English Bowling Association, per International Board:—That the following rule should be passed:—

A player who alters or causes to be altered other than by an official tester, the bias of a bowl bearing the stamp of the International Board, shall be suspended from playing for a period to be determined by the Council of the Association of which his club is a member, such suspension to be subject to confirmation by the International Board of a committee thereof appointed for that purpose, and to be operative among all Associations associated with the Board.

From Welsh Bowling Association, per International Board:—Law VII.—The Mat. Section I.

At the beginning of the first head the player to play first shall place the mat in the centre of the rink (delete the words "not less than") one yard from the ditch, and in all the subsequent heads the leader of the rink which won the immediately preceding head shall place the mat (delete the words "as before stated").

### TO-DAY'S GOLF.

Starting Times at Fanling.

The Royal Hong Kong Golf Club notifies the following starting times for to-day:—

|                                              |
|----------------------------------------------|
| 9.00 a.m.—E. Davidson and N. L. Smith.       |
| 9.16 a.m.—D. J. Keogh and D. G. MacAvoy.     |
| 9.20 a.m.—D. Forbes and A. Ritchie.          |
| 9.24 a.m.—R. Young and D. S. Robb.           |
| 9.28 a.m.—J. D. H. Crawford and H. Spicer.   |
| 9.32 a.m.—O. Eager and A. D. Humphreys.      |
| 9.36 a.m.—B. J. Lacon and E. Kern.           |
| 9.40 a.m.—G. E. Ellams and E. Stone.         |
| 9.44 a.m.—I. H. Geare and A. E. Lissaman.    |
| 9.48 a.m.—Comdr. Priestley and J. Stuart.    |
| 9.52 a.m.—E. Newhouse and W. M. Pittendrigh. |
| 9.56 a.m.—L. C. Parker-Rees and G. W. Reeve. |
| 10.00 a.m.—A. B. Purves and E. Des Voeux.    |
| 10.04 a.m.—G. H. Wilson and H. G. Howard.    |
| 10.08 a.m.—W. C. Shields and Chas. Mycock.   |
| 10.12 a.m.—E. Bryden and A. Reid.            |
| 10.16 a.m.—K. S. Morrison and G. R. More.    |
| 10.20 a.m.—J. C. Lanagan and M. N. Cochran.  |

### KOWLOON GOLF CLUB.

The following qualified to compete in the first round of the Summer Cup, to be played over the Kowloon Course on Sunday, May 18. The draw will be announced later:—

|             |            |
|-------------|------------|
| J. B. Smith | 49—24=65   |
| Tak         | 73—10=83   |
| Buxton      | 80—24=104  |
| Mundy       | 88—14=102  |
| Russell     | 85—10=95   |
| Woolley     | 90—15=105  |
| Borrowman   | 92—10=102  |
| Eastman     | 83—12=95   |
| Laughton    | 90—23=113  |
| Seddon      | 90—23=113  |
| Orchard     | 95—18=113  |
| Tate        | 99—22=121  |
| Swinburne   | 98—20=118  |
| Held        | 100—21=121 |
| Murphy      | 98—19=117  |
| Cogan       | 84—4=88    |

\*Tied for the 18th place.

## HOME CRICKET.

Features of the Week-End Programme.

PROBABLE RESULTS.

(By "Cover Point.")

A very interesting programme has been drawn up for this week-end in the way of county games. The Australians visit Yorkshire and London stages two attractive fixtures, whilst the champions engage Somerset at Trent Bridge.

"Aussies" at Sheffield.

The Australians will find the northern county the toughest opposition that they have yet met with. A. T. Barber and his men have not yet engaged in the sterner battles of the cricket world, having played friendly games with the M.C.C. and Oxford University. The Australians will include some good bowlers in their side to overcome the danger of a big first wicket partnership between Holmes and Sutcliffe. Their batsmen will have to be on form to stand up with any degree of success to the bowling of Macaulay and Robinson.

Against the M.C.C. Macaulay, the Yorkshire fast bowler, took 12 wickets for 58 runs in the course of the match. He will have to be watched very carefully by Bradman and the other prolific scorers.

It is a game between two powerful batting sides and a mediocre attack and this I am inclined to think will tend to set the game down as a drawn match.

Can Middlesex Win?

At Lords, Middlesex entertain Derbyshire who are opening the season with a London visit. The home county have played one match this season and lost first innings points to Leicester. Playing on the ground of the Home of Cricket, the Londoners will give a good account of themselves.

Last season Middlesex finished up the season by occupying the sixth position whilst Derbyshire who opened the season in such brilliant form took the next place. In the corresponding match last season Derbyshire were beaten by eight wickets. If Hendren and Lee go going as they did at Leicester, this may quite possibly be this year's result.

Surrey v. Northants.

Last season's match at the Oval resulted in a win for Surrey by 179 runs.

Northants have this season started off badly, being defeated by Lancashire and Sussex; both counties claiming the innings victory. Surrey, on the other hand, refreshed by an innings victory over Worcestershire, will again be on the trail for points.

Hobbs and Ducat are in great form at the moment and M. J. C. Allom and Stroud are performing wonders in the Surrey attack. This no doubt will sway the balance in favour of the stronger batting side, and is fully justified.

Hampshire v. Leicestershire.

At Southampton Hampshire open the season with a match against Leicestershire. The latter county have opened the season by taking points at the expense of a strong Middlesex side, and at the moment are an optimistic side.

Kennedy, the "Hants" all-rounder, has been in fine

form with the ball recently and with the bat made 94 not out, against the Surrey attack. Philip Mead after a winter's rest should be the same old run getter of former years, and under the captaincy of the Hon. L. Tonnyson Hampshire should do well. Last season Hants defeated Leicester by seven wickets.

Champions v. Somerset.

Last season Somerset lost by an innings and 10 runs at Trent Bridge. This visit will give them the opportunity for revenging a former defeat. J. C. Whitto at the moment is doing well with the ball, but that is about all we hear of the lord of the farmers.

Warwickshire defeated Somerset by 233 runs, and perhaps due to this disappointment and to the fact that they are up against the Champion County, Somerset may go down at Trent Bridge.

Lancashire v. Gloucester.

Last season's game between these two counties was left drawn after a very low scoring game had divided out. This season Lancashire have already a victory over Gloucester to the tune of ten wickets. Hammond and B. H. Lyon will have to see that a fitting revenge is inflicted upon the northern county.

Worcester v. Glamorgan.

Last year's wooden spoons meet at Worcester and an interesting and keen duel is sure to ensue.

The rivalry between these two lowly teams has always been very high, and a win for either team would come as sweet wine to the victors. Last season Worcestershire won an exciting game by seven wickets, but I fear that Glamorgan will probably upset their apple cart and walk away with the spoils.

## LOCAL HOCKEY.

Sailors Defeat Radio Sports Club.

A hockey match was played between the engine room, H.M.S. Hermes, and the Radio Sports Club at Causeway Bay yesterday, and resulted in a win for the former team by two goals to one.

A return match will be played on Saturday, May 17 at 6 p.m. on Army "B" ground at Sookumpoo Valley.

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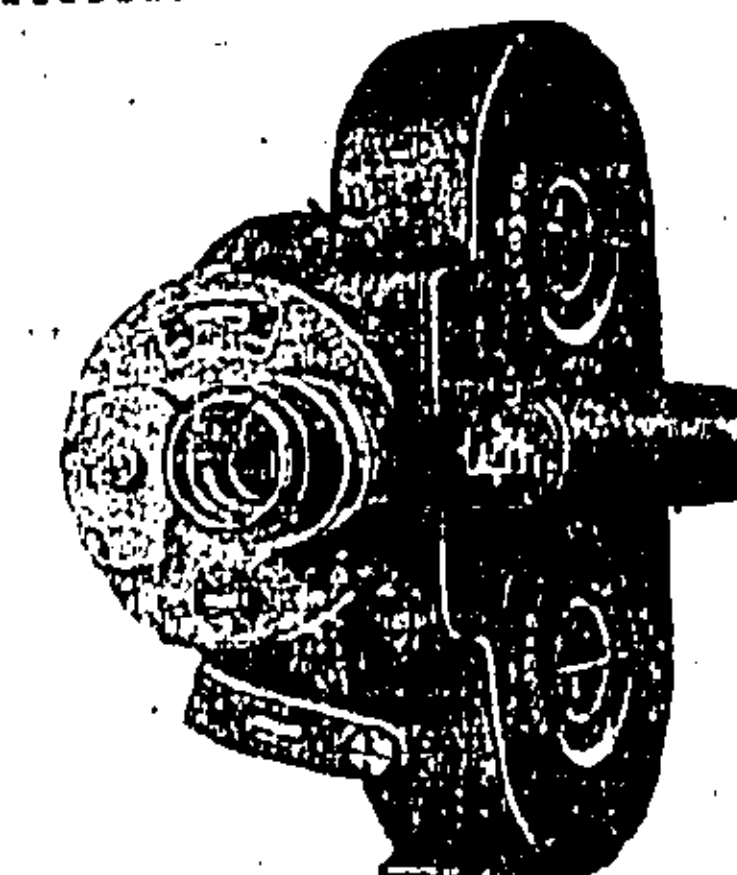
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## LOCAL TENNIS.

## Indians' Invasion of Kowloon.

## OLD SCORES PAID OFF.

## Interesting Games in Spite of Weather.

In spite of adverse weather conditions, a heavy programme of twelve fixtures was carried through in the opening of the local Lawn Tennis League yesterday.

A continuous drizzle rendered the grounds very slippery and the markings of the courts were all but obliterated after the first round.

The Indian Recreation Club's invasion of Kowloon was highly successful. The Chinese R.C. also showed up most prominently by winning all of their matches, and incidentally, paid off old scores, with a vengeance, by easily accounting for the Hong Kong C.C. in the "A" Division.

## DETAILS OF PLAY.

The Mitsui Bussan Kaisha-Kowloon C.C. fixture in the "A" section was postponed.

## "A" Division.

## S.C.A.A. v. INDIAN R.C.

At King's Park, the South China Athletic Association lost to the Indian R.C. by nine sets to nil.

Scores:—  
Luk Kan-cheung and Luk Ding-cheung (S.C.A.A.):—  
lost to S. A. Rumjahn and H. D. Rumjahn 2-6  
lost to I. M. A. Razack and J. S. A. Curroon 4-6  
lost to C. A. L. Rumjahn and J. A. E. Casumbloy 4-6  
lost to Wai-tsoi and Ho Wai-hing (S.C.A.A.):—  
lost to S. A. Rumjahn and H. D. Rumjahn 2-6  
lost to I. M. A. Razack and J. S. A. Curroon 3-6  
lost to C. A. L. Rumjahn and J. A. E. Casumbloy 7-9  
lost to Chai So and Pak So-to (S.C.A.A.):—  
lost to S. A. Rumjahn and H. D. Rumjahn 2-6  
lost to I. M. A. Razack and J. S. A. Curroon 4-6  
lost to C. A. L. Rumjahn and J. A. E. Casumbloy 4-6

## H.K.C.C. v. CHINESE R.C.

On their own ground, the Hong Kong C.C. lost to the Chinese R.C. by two sets to seven. Scores:—  
A. L. Sullivan and L. Goldman (H.K.C.C.):—  
lost to M. K. Lo and M. W. Lo 2-6  
lost to Ho Ka-lau and Kong Toon-cheung 3-6  
lost to Ng Sze-kwong and Ng Sze-cheung 6-8  
lost to H. Owen Hughes and A. D. Humphreys (H.K.C.C.):—  
lost to M. K. Lo and M. W. Lo 2-6  
lost to Ho Ka-lau and Kong Toon-cheung 4-6  
lost to Ng Sze-kwong and Ng Sze-cheung 6-4  
lost to H. J. Armstrong and O. E. C. Martin (H.K.C.C.):—  
lost to M. K. Lo and M. W. Lo 7-6  
lost to Ho Ka-lau and Kong Toon-cheung 4-6  
lost to Ng Sze-kwong and Ng Sze-cheung 9-7

## "B" Division.

## C.R.C. v. NIPPON CLUB.

At Causeway Bay, the Chinese R.C. defeated the Nippon Club by six sets to three. Scores:—  
Lau Pook-ki and Chung Wing-kee (C.R.C.):—  
beat N. Nomura and K. Suenaga 6-0  
beat Y. Saji and K. Yoshikawa 12-10  
beat H. Nakata and T. Fujieda 6-2  
lost to Chiu Chun-chiu and Hung Wai-chiu (C.R.C.):—  
beat N. Nomura and K. Suenaga 6-2  
beat Y. Saji and K. Yoshikawa 8-6  
beat H. Nakata and T. Fujieda 6-4  
lost to Lau Man-ching and Cheung Wing-fun (C.R.C.):—  
lost to N. Nomura and K. Suenaga 1-6  
lost to Y. Saji and K. Yoshikawa 2-6  
lost to H. Nakata and T. Fujieda 4-6

## H.K.C.C. v. CIVIL SERVICE C.C.

On their own ground, the Hong Kong C.C. defeated the Civil Service C.C. by eight sets to one. Scores:—  
J. D. Humphreys and R. H. Wild (H.K.C.C.):—  
beat Barrow and McDougall 7-5  
beat Bendall and Bradley 6-2  
beat Valentine and Balfour 6-4  
lost to J. A. Sommers and T. C. Monaghan (H.K.C.C.):—  
lost to Barrow and McDougall 2-6  
lost to Bendall and Bradley 6-4  
beat Valentine and Balfour 6-2

## U.S.R.C. v. UNIVERSITY.

At King's Park, the United Service R.C. defeated the University by five sets to four. Scores:—  
Comdr. A. H. Payne and J. H. B. Herbert (U.S.R.C.):—  
beat T. K. Liu and F. Y. Khoo 6-4  
beat Dr. Samy and D. Gutierrez 6-3  
beat G. Souza and G. E. Yeoh 7-5  
lost to Capt. Kearny and Capt. Etherington (U.S.R.C.):—  
lost to T. K. Liu and F. Y. Khoo 4-6  
lost to Dr. Samy and D. Gutierrez 4-6  
lost to G. Souza and G. E. Yeoh 2-6  
lost to H. C. Gould and Maj. E. D. Caldwell (U.S.R.C.):—  
beat T. K. Liu and F. Y. Khoo 9-7  
beat Dr. Samy and D. Gutierrez 10-8  
lost to G. Souza and G. E. Yeoh 4-6

## Y.M.C.A. v. INDIAN R.C.

On their own ground, the European Young Men's Christian Association lost to the Indian R.C. by one set to eight. Scores:—  
E. R. Price and T. J. Price (Y.M.C.A.):—  
lost to A. A. Rumjahn and S. H. Ismail 2-6  
lost to S. A. Ismail and A. H. Madar 1-6  
lost to A. H. Rumjahn and O. Ismail 2-6  
lost to G. Panchen and P. W. J. Thanner (Y.M.C.A.):—  
lost to A. A. Rumjahn and S. H. Ismail 4-6  
lost to S. A. Ismail and A. H. Madar 4-6  
lost to A. H. Rumjahn and O. Ismail 3-6  
lost to H. Keyserling and S. A. Gray (Y.M.C.A.):—  
lost to A. A. Rumjahn and S. H. Ismail 0-6  
lost to S. A. Ismail and A. H. Madar 4-6  
lost to A. H. Rumjahn and O. Ismail 8-6

## KOWLOON C.C. v. C.C.C.

On their own ground, the Kowloon C.C. lost to the Craigengower C.C. by three sets to six. Scores:—  
L. Jack and R. Hambley (K.C.C.):—  
beat A. B. Hamson and A. Kitchell 7-5  
lost to W. J. Howard and G. Lia 3-6  
lost to H. J. Howard and J. W. Leonard 4-6  
lost to A. T. Lee and W. Gittins (K.C.C.):—  
beat A. B. Hamson and A. Kitchell 6-1  
lost to W. J. Howard and G. Lia 2-6  
lost to H. J. Howard and J. W. Leonard 3-6  
lost to J. Mackintosh and F. Grose (K.C.C.):—  
lost to A. B. Hamson and A. Kitchell 3-6  
beat W. J. Howard and G. Lia 6-3  
lost to H. J. Howard and J. W. Leonard 2-6

## "C" Division.

## CIVIL SERVICE v. H.K.C.C.

At Happy Valley, the Civil Service C.C. lost to the Hong Kong C.C. by four sets to five. Scores:—  
G. J. Mitchell and V. H. Freeman (C.S.C.C.):—  
lost to G. E. R. Divett and L. T. Rido 1-6  
beat G. W. Stubb and D. Ellis 6-4  
beat G. H. Bradley and V. R. Gordon 7-5

## J. Pengelly and H. Best (C.S.C.C.):—

lost to G. E. R. Divett and L. T. Rido 5-7  
beat G. W. Stubb and D. Ellis 7-5  
lost to C. H. Bradley and V. R. Gordon 5-7  
lost to G. E. R. Divett and L. T. Rido 3-6  
beat G. W. Stubb and D. Ellis 6-4  
lost to C. H. Bradley and V. R. Gordon 4-6

## FILIPINO CLUB v. G.T.C.

At King's Park, the Filipino Club defeated the German Tennis Club by five sets to four. Scores:—  
J. M. Cruz and D. Leonard (Filipino Club):—  
beat R. Schmidt and A. E. Precht 6-2  
beat O. May and G. v. Ehren 6-1  
beat H. Boese and B. Schroter 6-2  
lost to D. Bautista and W. Ogley (Filipino Club):—  
lost to R. Schmidt and A. E. Precht 5-7  
beat O. May and G. v. Ehren 6-2  
lost to H. Boese and B. Schroter 4-6  
lost to M. Kull and V. Zafra (Filipino Club):—  
lost to R. Schmidt and A. E. Precht 2-6  
lost to O. May and G. v. Ehren 2-6  
beat H. Boese and B. Schroter 6-0

## KOWLOON C.C. v. C.R.C.

On their own ground, the Kowloon C.C. lost to the Chinese R.C. by one set to eight. Scores:—  
W. Brown and G. C. Barnett (K.C.C.):—  
lost to Mow Yuk-kwan and Hon Lun-fung 1-6  
lost to Ip Kau-ko and Kwok Hing-sam 3-6  
lost to Lau Man-kwong and Lu Tak-lam 4-6  
lost to N. A. E. Mackay and G. Lee (K.C.C.):—  
lost to Mow Yuk-kwan and Hon Lun-fung 1-6  
lost to Ip Kau-ko and Kwok Hing-sam 3-6  
lost to Lau Man-kwong and Lu Tak-lam 12-10  
lost to R. B. Jackson and F. J. Chubb (K.C.C.):—  
lost to Mow Yuk-kwan and Hon Lun-fung 4-6  
lost to Ip Kau-ko and Kwok Hing-sam 0-6  
lost to Lau Man-kwong and Lu Tak-lam 1-6

## RECREIO v. I.R.C.

At King's Park, the Club de Recreio lost to the Indian R.C. by four sets to five. Scores:—  
J. Xavier and M. Oliveira (Recreio):—  
lost to O. Hoosen and D. Mohamed 7-9  
lost to A. R. Minu and S. A. R. Bux 3-6  
lost to J. S. Akber and N. B. Kitchell 3-6  
lost to L. A. Ribeiro and A. V. Remedios (Recreio):—  
lost to O. Hoosen and D. Mohamed 6-8  
beat A. R. Minu and S. A. R. Bux 6-3  
beat J. S. Akber and N. B. Kitchell 6-3  
lost to G. Noronha and L. A. Rocha (Recreio):—  
lost to O. Hoosen and D. Mohamed 3-6  
beat A. R. Minu and S. A. R. Bux 6-1  
beat J. S. Akber and N. B. Kitchell 6-1

## UNIVERSITY v. K.I.T.C.

At Pokfulam, the University defeated the Kowloon Indian Tennis Club by seven sets to two. Scores:—  
Y. F. Chew and D. J. N. Anderson (University):—  
beat Mahan Singh and J. Dad 6-2  
beat M. A. Khan and I. Singh 6-2  
beat F. Khan and Dr. Lal 6-2  
lost to P. P. Kho and Y. K. Ng (University):—  
beat Mahan Singh and J. Dad 6-3  
beat M. A. Khan and I. Singh 6-3  
lost to F. Khan and Dr. Lal 3-6  
lost to L. de Silva and L. Oppenheim (University):—  
beat Mahan Singh and J. Dad 6-0  
beat M. A. Khan and I. Singh 6-2  
lost to F. Khan and Dr. Lal 6-7

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## TENNIS BALLS.

## Makers' Application Fails.

A dispute concerning tennis balls used in International Davis Cup matches came before Mr. Justice Luxmoore in the Chancery Division, when an application was made on behalf of Messrs. John Jacques and Sons, Ltd., tennis ball manufacturers, to restrain the Lawn Tennis Association of Britain from causing or permitting the use of any type of tennis ball other than the L.T.A. official ball in the International Lawn Tennis match for the Davis Cup against Germany, on April 24, and the Women's International Lawn Tennis Championship for the Wightman Cup against the U.S.A., at Wimbledon, in June.

Mr. A. Grant, K.C., making the application, said the dispute arose under an agreement entered into in 1927. When trouble arose over the price of tennis balls, the L.T.A. were desirous of obtaining some control over the price of the ball to be sold to the public. Accordingly they entered into an agreement with plaintiffs.

The Association gave authority to plaintiffs jointly, with not more than four other firms, to sell a lawn tennis ball in Great Britain under the name "L.T.A. official ball."

An Agreement. The Association undertook to cause the ball to be used in all championships and tournaments organised and arranged by them and to recommend and use it at all matches sanctioned by them.

A question arose as to the use of that ball at the forthcoming international contests.

The Judge asked if the Association were going to recommend some other balls. Mr. Grant replied that the Association had decided to use another make of ball altogether.

Sir Herbert Cunliffe, K.C., who appeared for the other side, said, "agreed" would be a better word.

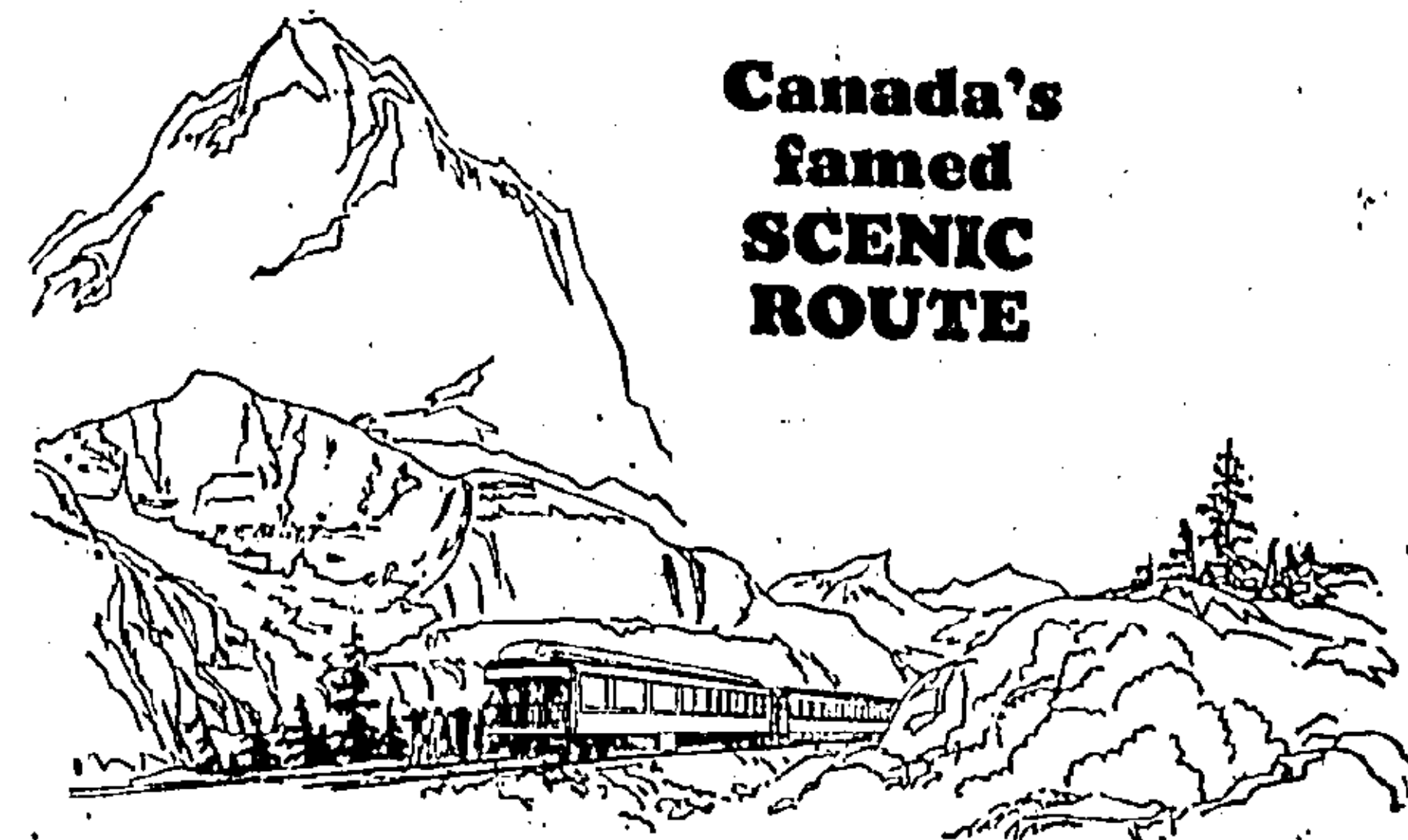
The Judge—Agreed with Germany? Sir Herbert—Yes, we are not agreed on a definite ball except in the sense that the Germans have objected to this particular ball. The Judge said he would make no order on the motion, except that the costs would be reserved.

## PING PONG.

A ping pong game was played at the Craigengower C.C. on Friday last; the Filipino Club beating the C.C.C. by 7 games.

The results were:—  
Craigengower C.C. Filipino Club  
C. Roselet 2 L. R. Idefonso 6  
W. V. Field 6 E. A. V. Remedios 6  
Kitchell 6 E. A. V. Remedios 6  
F. Zimmer 7 G. Pearson 6  
Joe Leonard 6 E. Nuttal 2  
G. Lia 4 C. Silva 6  
W. J. Howard 1 Dr. V. N. Atienza 6  
S. Bonney 1 C. Costa 6  
E. Zimmer 9 Mrs. K. Gonzalez 7

Games 42 Games 40



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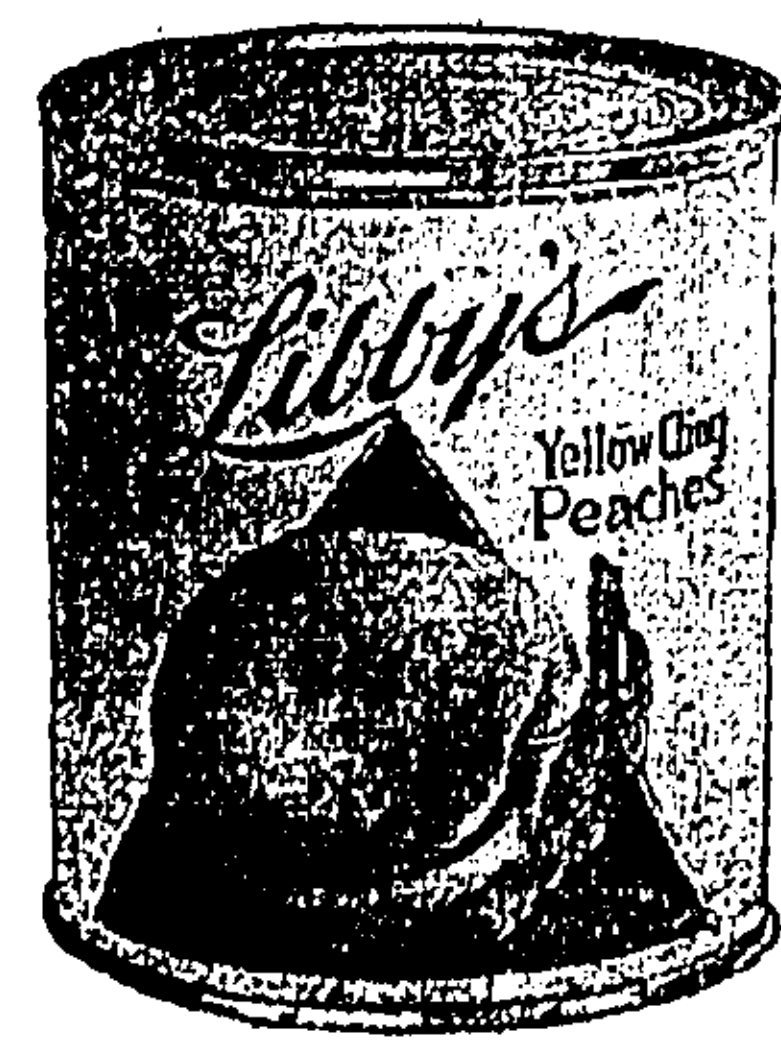
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Strength and endurance

are two of the most valuable virtues you can possess. You can build up your endurance by making certain that your body gets a plentiful supply of the vitamins which are essential to good health. The most vital of these mysterious food factors is vitamin D for it enables your body to absorb all the value of the food you take. Without ample vitamin D your body gets weaker, your nerves become ragged and your endurance and energy decrease.

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Vitamin D Concentrate

The source of strength

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## Books and Authors

### "UNDER REVIEW."

#### Hilaire Belloc Criticised.

["Richelieu," by Hilaire Belloc; Benu, 21/-.]

This book would be vastly improved were six hundred sentences (i.e. about two per page) excluded. Nearly every one of these refers to one or other of two things, or, as Mr. Belloc would aver, facts: viz. that the Reformation destroyed European civilisation and culture, and that in Protestant countries power was transferred from the kindly hands of Kings to those of the new gentry who had grown rich on Church loot. Such restoration makes Mr. Belloc's claim unconvincing. His claim to, as usual, that humanity's only hope of Elysium is to place itself under the aegis of the Vatican. But methinks Hilaire protests too much, and his cry of "Wolf" is likely to be unheeded. How can he or any thinking person desire a return to medieval conditions of dirt, disease, nepotism, intellectual bondage, mutilation of knowledge, blight of ecclesiastical tyranny, etc.? As well sigh for the days of Solutrian man and his flint.

#### Genius and Duplicity.

It is a pity to see an author with such a style and of such wide reading fritter his talents: for we regard sixty per cent. of Belloc's historical writing as waste. Much of this book is brilliantly done and really informative, and from it we get a clear idea of the genius and duplicity of the great Cardinal. Mr. Belloc marshals his facts with skill and exposes them clearly, but all too often, and just as we are beginning to like him, he spoils the effect by some propagandist tag. His treatment of Gustavus Adolphus is, we think, unfair. The Swedish King who (even our author admits it) was a genius, was no mere puppet dangling on strings pulled by Richelieu. We are as certain as we can be of such far off events that Gustavus would have entered the arena without French gold, especially after the sack and frightful massacre of Magdeburg by Tilly, a crime regarding which Mr. Belloc says significantly

little. It seems to us that Richelieu's part in the earlier stages of the Thirty Years War is here greatly exaggerated. France ultimately reaped great benefits chiefly because she entered fresh after the deaths of Gustavus and Wallenstein when the Imperial troops and finances were more or less exhausted and the Swedes were leaderless. Richelieu bided his time.

A Small Backwater.  
In "Richelieu," as in his other historical works, Mr. Belloc leaves us cold with his references to the milk white Roman hind and the blond-throated Protestant panther. He might as well say "Great is Diana of the Ephesians" for all the proselytizing effect he produces. To-day his position is akin to that of the image makers in Ephesus and who complained about Paul; and in this twentieth century his protests and claims are as futile as were the growls and threats of these ikon makers in the first century. Evolution will go on in spite of Mr. Belloc. His doctrine is a small backwater in a mighty stream.

But we still read him because of his lucid prose and, perhaps, because he is so provocative.

#### A TRANSLATION OF THE KORAN.

["Translation of the Holy Quran," by Muhammad Ali, M.A., LL.B.]

Anyone interested in religion and desirous to know the true teachings of the Quran will find this volume of real value.

The interpretations of Muhammad Ali, who is one of the leading lights in the modern Islamic world, are bold and liberal. His inference that the Quran teaches the theory of Evolution will come to even most Muslims as a startling revelation.

Another interesting point that emerges is that God makes man as the centre of Creation and commands him to exploit the resources of Nature for his own benefit. It was undoubtedly under the impetus of this teaching that the inhabitants of an arid country spread over vast tracts of territory in search of exploiting Nature, developed the sciences of Chemistry, Mathematics, Astronomy and Medicine and Sur-

gery, and established Universities to which even Christian scholars repaired for instruction.

Previous generations of Europeans gained the meagre knowledge about the Islamic religion from translations from the pens of their own countrymen who in many cases were Christian priests hostile to the religion of Islam. The translation under review is by a born Muslim who has devoted over 20 years of his life to the study of Religion and to the translation of the Quran. The result of his labours is a translation unequalled by any previous efforts. Not only is it a lucid rendering from the original language, but it is accompanied by a very exhaustive commentary and copious notes as well as a very valuable introduction, the last of which may be said to put the real teachings of the Quran in a nutshell.

Quotes Chapter and Verse.  
Unlike many previous translations of European origin, Muhammad Ali does not make mere statements, but quotes chapter and verse for everything he says in his introduction of over 100 pages. He deals with such subjects as the "Status of Woman," "Life after Death," the "Nature of Heaven and Hell," "Tolerance" and "Man and His Place in Nature" as they are taught in the Quran. It has for centuries been a charge against Islam that it teaches intolerance, denies a soul to Woman and relegates her to a very subordinate role in the social structure. That such charges are baseless will abundantly become clear on a perusal of the volume under review.

#### For All Human Needs.

After reading this translation, one is left with the feeling that European Christian translators of the Quran were either grossly ignorant, or were wilfully misrepresenting the true spirit of that book. The Quran will be found to cater to all human needs: to Man's spiritual yearning as well as to his worldly desires. The volume is published by the Ahmadiyya Anjuman-i-Ishat-i-Islam, Lahore, and is conveniently and handsomely bound with a valuable index at the end.

—M. A. K.

## Music and Melody

### "HOME, SWEET HOME"

Some literary folk are remembered by just one thing they wrote. A solitary time in their lives they rose above mediocrity and gave the world a gem. Blackmore wrote many novels—only "Lorna Doone" has lived. And "Home, Sweet Home," which is just 107 years old this month, is likely to see centuries more with its popularity undimmed, though everything else that John Howard Payne wrote has long been forgotten.

Somewhat the song always seems particularly British. The whole idea of home is a British one—why, there isn't even a corresponding word for it in French. So it's always something of a shock to remember that the author of the haunting words was not a British at all.

Payne's "Home Sweet Home," the old house where his boyhood was spent and which he afterwards immortalised in the song, was an unpretentious wooden abode at East Hampton, on Long Island, and he was entirely American. Still, he may take comfort in the fact that he went to Britain as a prodigy actor when he was quite a young man, and that the song was first sung at Covent Garden Opera House in May, 1823, and taken to the heart of a British audience before his fellow-countrymen ever heard it.

By the time this happened Payne, who had made a tremendous hit some years before in both countries as a strikingly handsome and talented young tragic actor, had grown much older than was becoming in Hamlet and Romeo, and had forsaken the boards in favour of play writing. "Home, Sweet Home," was written in Paris in a moment of great worry and difficulty, when Payne's thoughts must have flown back rather longingly to his irresponsible childhood at East Hampton,

as one of the musical numbers in his new opera called "Clari."

It must be admitted that judged by modern standards, "Clari" was a very poor play, sentimental and starchy in the extreme. But apparently the audiences of a hundred years ago liked drama of that type, for Payne was very popular as a playwright, and a large audience assembled for the first performance of the new opera.

When Maria Tree, the leading lady, "in a complete white morning muslin dress, frilled," to quote the newspapers of the following day, lifted up a very sweet voice in the first act, and sang "Home, Sweet Home," the success of "Clari" was assured in an instant. Payne's simple words and Sir Henry Bishop's lilting melody captured every listener and the building rang with enthusiastic applause.

The song was published immediately and hundreds of thousands of copies sold, though Payne's name was omitted from the title-page, and he himself gained very little profit from his huge success.

Maria Tree was much luckier, for in her "white muslin, frilled," she looked so sweet and sang so enchantingly of the delights of home that a merchant in the audience suddenly felt the blankness of his and invited her to share it. So she was the richer by a wealthy and devoted husband.

Payne himself never, after his boyhood, knew much of the delights of home, for he was an inveterate wanderer over his native America, Britain, France, Italy, and North Africa. This seems to have been partly because he had a restless disposition and his stage career naturally led to travelling; and partly, also, one cannot help thinking, he never settled down because, unlike the London merchant, he never found the ideal woman to settle down with.

His love affairs were both un-

fortunate. When quite young and on the stage in Boston, he wanted to marry a beautiful girl he met there. But she belonged to an old and wealthy family, who considered the struggling young actor hopelessly ineligible. Those were the days when stern parents regulated their daughters' romances—and so the two lovers were ruthlessly separated.

Many years later, Payne fell desperately in love with Mary Shelley, the widow of the poet, and for a time thought that his affection was returned, for Mrs. Shelley often accepted his escort to the theatre and the free seats which he, as a playwright, was always able to obtain.

Payne could not find it in his romantic heart to be any less devoted, when he learnt that her object in encouraging him was through his friendship to become acquainted with his friend Washington Irving, a famous writer for whom she had a great admiration. Once more the dream of "Home, Sweet Home," for its author dissolved into smoke, and he had the bitter-sweet task of writing to Irving on her behalf.

Irving did not take a fancy to the designing lady—though that fact did not help poor Payne, as she never turned to him for consolation.

When not unhappily in love, Payne was a genial man, full of amusing tales, often against him. He used to relate how once, when he was in New York, he was told of a parrot which could sing "Home, Sweet Home," and went some distance to hear it. But when he arrived, the bird merely looked at him disdainfully, refused to sing a note, and explained raucously that it had a very bad cold.

He was so little known as the author of the song that once, on a stage-coach journey, when his fellow passengers sang "Home, Sweet Home," to amuse themselves during the night travelling, they simply declined to believe him when he said he had written the words, and declared in no uncertain terms that he was trying to steal the credit.

He died in Tunis, very far from the home he had immortalised, but the song lives in its simplicity and haunting sincerity, all over the English-speaking world. He was an elderly man when

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TO LET.—No. 5, Dragon Terrace, Causeway Bay, 1st, 2nd and 3rd floors. Each flat has three bed rooms, dining room, servants' quarters, kitchen, bath room, and water closets. Suitable for Europeans. Apply Clark & Lu, 10, Des Voeux Road C.

### FOR SALE

FOR SALE.—Hong Kong & Directory now on sale at the offices of the Publishers, 3A, Wyndham St.

FOR SALE.—Typhoon Maps of the China Sea, revised, the landman's Handy Guide to locating the centre of a Typhoon. Price 40 cents each. Apply to the Newspaper Enterprise, Ltd., 3A, Wyndham Street.

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Mr. A. R. ENGLAND, M.A., LL.B. (holder of the Malayan Education Service) receives a limited number of boys (6-14) in preparation for the Public Schools. Situated in its own grounds with tennis lawns, football and cricket fields, the house provides a beautiful home for a Preparatory School. Health and recreation receive the closest attention; a thorough training is given to all boys. Mr. England will be happy to supply particulars to parents, and will welcome visits from those who are interested when they are in England on leave. For Prospectus apply Box No. 220, c/o "Sunday Herald."

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Film hardens into tartar. Germs by the millions breed in it. They, with tartar, are the chief cause of pyorrhea. To remove film use the special film-removing dentifrice.

frice called Pepsodent. It acts to curdle film and easily remove it in gentle safety to enamel.

Pepsodent contains no pumice, harmful grit or crude abrasive. It is so safe that dentists recommend it for cleaning the soft teeth of children.

Don't expect the same results from old-time dentifrices. See for once and all how white teeth really are.

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To prove results, send coupon for 10-day test or buy a tube — for sale everywhere. Do this now for your own sake.

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I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

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Address \_\_\_\_\_

City \_\_\_\_\_

Give full address. Write plainly. Only one tube to a family.

the famous prima donna, Jenny Lind, sang it at a recital at which he was present so beautifully that he and all the audience went wild.

Later it became the most famous of all Patti's wonderful successes, for it had woven itself into people's heart so that her liquid notes

brought an immediate response from any audience. It is often scoffed at by "high-brows," who complain that it rooks with sentimentality. But it has that indescribable appeal which places it beyond the reach of criticism, and will make it as vital a hundred years hence as it is to-day.

Between fifty and sixty death sentences are expected at an early date in the Ukraine as a result of the activities of the O.G.P.U.

A hostel was opened at Stanford-le-Hope, Essex, where tramps will receive shelter and training in gardening and farming.



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invigorates brain and body naturally, and is given with equally good results to the children as to adults. The advantage of taking Phosferine is immediate—it has real and lasting benefit upon everybody's system, and makes you well and keeps you well.



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**H. RUTTONJEE & SON.**  
HONG KONG.

## Round The Town

Telephone operators were over a much-abused section of the community in any country where the telephone has made its appearance. Whether they secretly enjoyed a little revenge by whispering softly, but firmly "Number Engaged" after abuse or brusqueness on the part of the caller we shall never know now that the robot has made its appearance.

At least we know now that a storm of abuse flung at the robot will not help us toward getting a number. And that brings us to an extraordinary case that recently occurred at Peking. A Shansi military officer had trouble in getting a number, and finally went to the telephone exchange with a bodyguard to interview the operator. Finding this impossible, the enraged officer contented himself with beating the foreman. This is only surpassed by an incident which occurred at Tientsin some time ago, when an officer of the late Chang Tso-lin's forces almost killed an operator who did not get him a number promptly. It would be interesting to know how these individuals would act under the automatic exchange system. Would they dismantle the telephone exchange in order to wreak vengeance, or merely declare all telephone engineers outlaws?

Civis writes to the Race Day Straits Echo: A Holidays. number of Government servants are quite naturally resenting Government's action in deciding not to close Government offices on race afternoons. I'm sure, however, that after a few years they will thank Sir Cecil Clementi from the bottom of their hearts for his wise move. Racing in Malaya has become much more of a business than a sport. Hundreds of people live by it but thousands are ruined by it. Think of the vast sums invested in race courses in Malaya. Would all this money

not be better off in the pockets of wage-earners where it rightly belongs? Don't these fools realise that it is with their money that little jockeys and trainers tour the fair country in their huge cars, when they themselves cannot afford anything more than a push bicycle? If there is a racing craze in Penang (and there undoubtedly is) it is because Government and everybody else have all these years encouraged it. I'm glad to see, however, that they have at last realised the enormous harm that racing can do. The misery that in hundreds of cases the wife and children have to undergo, because the husband has "tried his luck" at the races, is unthinkable. Now that the Government has decided to discourage racing madness as much as possible it is to be hoped that the mercantile firms will follow suit. Keep the clerks away. Let the "big wigs" race as much as they like.—Can this hold good in Hong Kong during the annual race meeting?

Those hot Summer evenings most people would like to enjoy an after dinner stroll before retiring to bed, but this they cannot do, at least in the mid-levels, without the danger of picking up diseases. This danger is brought about by the activities of a little army of rag-pickers who sally forth every day, immediately after sun down. Armed with a small lamp, a basket, and an iron hook, they delve into the many dust bins and baskets of rubbish put outside houses to await the dustcart in the morning. With their hooks the rag-pickers sort the rubbish and collect rags, bits of bones, etc., which they dump into their own baskets. No doubt they can make a few cents selling these rags and bones, but when it is considered that their small profit is a source of danger to many others, one wonders why the Sanitary Department or the Police permit this practice. It cannot be denied that the disturbing of rubbish in this manner has the dangerous effect of spreading germs in the air and these are

carried by the winds and broadcast over a very big area.

In case the powers Favourite that he do not know where these rag-pickers operate, a few localities might be mentioned here for their information: In Arbuthnot Road, near the Police Headquarters and the Wardens' Married Quarters; all along Robinson Road, Castle Road, Seymour Road, Caine Road, and Wyndham Street. These are the places where the rag-pickers actually seen the rag-pickers at work, but it is a safe bet that they haunt every thoroughfare where dust bins are put out. These rag-pickers guard very jealously their particular "rounds" and intrusion is much resented. Only last Sunday night the writer saw a light between two rag-pickers in Robinson Road and a large dust bin was upset in the struggle. Eventually the beaten man went away, leaving his rival "master of all he surveyed." So serious is this rivalry that it would not come as surprise if one of these fine nights a murder is committed in some isolated thoroughfare.

Why do the authorities permit dust bins to be left open in the streets all night so that germs can be lifted and carried about by every gust of wind? Why can't they insist that dust bins only must be used (makes it an offence to use baskets) and require that bins be covered? It is presumed that people are fined for dumping rubbish in the streets because of the danger of broadcasting germs, but where is the sense of this when rubbish can be exposed in open baskets and bins? It makes no difference whether the rubbish is strewn about the street or contained in open receptacles. The danger of spreading disease germs is present even without the contributing agency of the rag-picking pests, who magnify the danger by "stirring trouble."

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ESTIMATES FREE.

**SUNDAY SALLIES.**

There is no blooming dial but has one vacant stare.

Mr. Snowden has rather snowed-up the big taxpayers.

Newspaper heading: "Diet in Bad Temper.—Why not try gripe water?"

A Mr. Glass and a Miss Beere were prize winners in a London whist drive.—Great stuff!

Over the wireless came a scrap of dialogue last night between two speakers arguing about Scotland . . .

"What is whisky? Nothing but a barbarous distillation."  
"Still, it has the merit of making teetotalers, hasn't it?"

It is rumoured there's an American Talkie coming to Hong Kong, in which one of the characters does not say, "O.K. Chief."

Noted that the admission fee to have a "look-see" at the new Governor in Kowloon to-morrow is \$1 per head.—The size of it is immaterial.

A sergeant of police has been presented with a clock.—It was not, it should be understood, given by "old timers" as appropriate remembrance.

A Kowloon man claims to be able to read three novels per night without "skipping."—He would discourage even Edgar Wallace.

An American movie star has taken an action against her husband for divorce on the grounds that he spoke in vulgar fashion to her guests.—As an influence for culture the "talkies" seem to be taking effect already.

D'ye ken Bill Peel, with his coat no gay,  
D'ye ken Bill Peel at the break o' the day,  
D'ye ken Bill Peel, when he's far, far away,  
With his hounds and his horn in the morning.

Emolument -- or Midsummer Madness.

Taxes may be defined as the outcome of your income.

One M.P. talks about the "core" of the Budget, but what Mr. Snowden must be eating his heart out to hear is "encore."

"Bucket after bucket" of water was thrown on a burning car.—The Fire Brigade was thus saved another stiff fight!

Mourned to-day:—The passenger on a very "posh" Pacific liner who asked the captain what time he expected his "boat" to get in.

Kaye Don has arrived Home. The Silver Bullet did not accomplish its owner's aim this time, but he will have another shot early next year.

A New Zealand hen has laid 361 eggs in 52 weeks, feathering its owner's nest with a vengeance. But what has the Poultry Union to say about it?

Why not utilise the \$5 fine paid by a European motorist to put up a parking sign in Duddell Street as suggested by Mr. Lindsell?—Sherman won't then be a sore man.

Nobody, it appears, cheered in the House of Commons when the increase of 6d. on the Income-Tax was announced.—Can it be that M.P.'s are intelligent human beings after all?

A gentleman who is said to have once played Rugby for the "North of Scotland" claims the throne of Monaco.—It has not yet been ascertained, however, whether the Scottish Rugby Union list kingdoms in the same class as gold watches.

The Minister of Transport was asked in the Commons whether or not he can strengthen the hands of the railway companies to deal with cardsharpers.—described in an M.P.'s query as "pests."—The introduction of a Carnara touch might help to stop their operations.

Someone calls upon the clergy to wake up.—Not a word is said about congregations.

The great increase in the sale of light cars, it must be admitted, is very illuminating.

A noted opera singer at Home was once a tram driver. — He should certainly excel in "Carmen."

Even yet the repercussions of Wembley have not died down.—Only last night we met a man who had been stood a drink by an Englishman!

"Do you wash properly?" asks a heading to an article on beauty culture.—Tut-tut! we thought we had left these sort of questions behind with our school days.

The new planet has been photographed. This Hollywood craze for photographing every newly "discovered" star is spreading apparently.

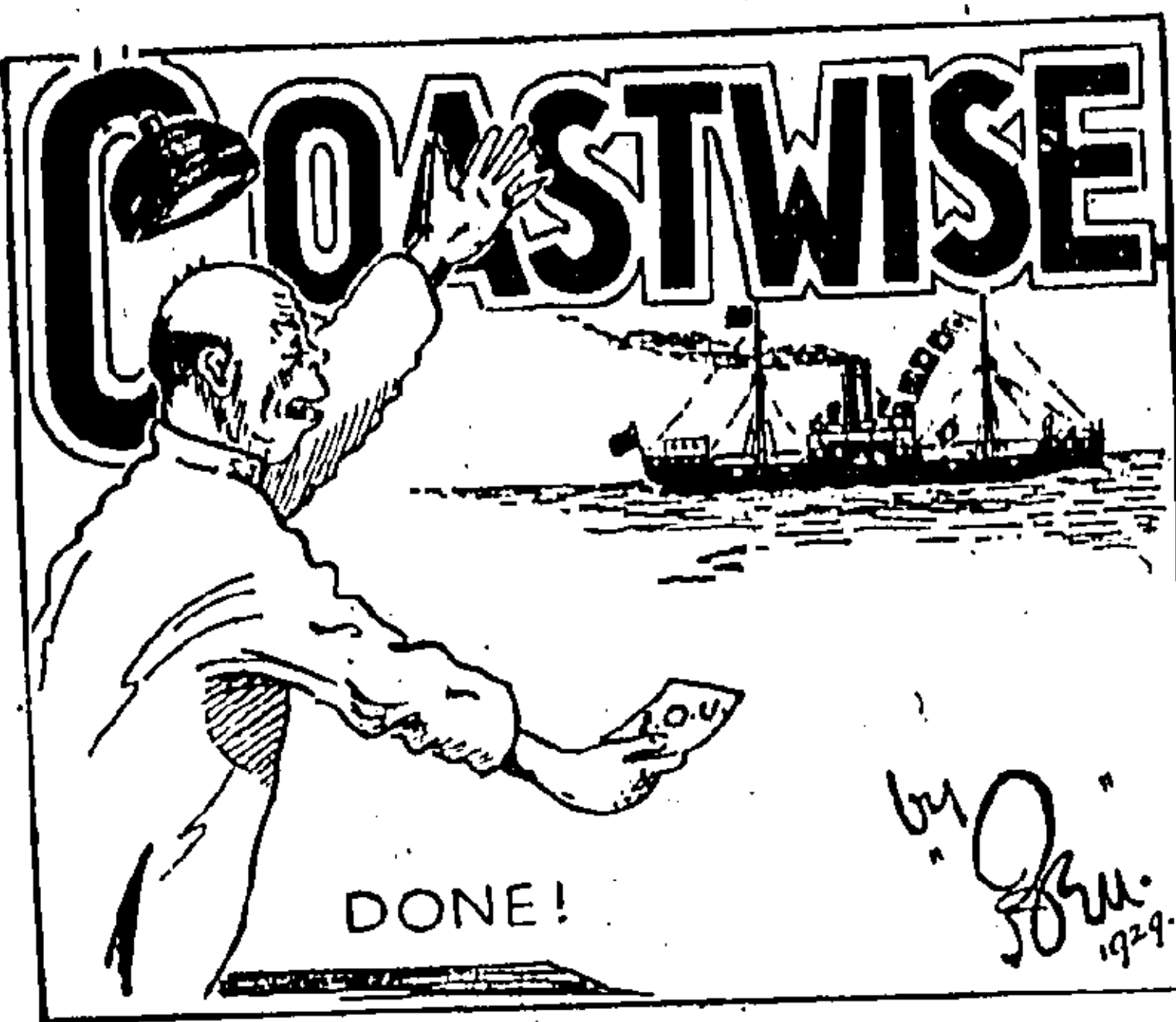
Men, it is said, dislike women who are clever and know it.—If they are really clever, apparently, they should know how to conceal it.

A famous billiards player is suing another famous billiards player for assault.—He alleges, apparently, that his opponent took his cue from the ring and not from the stand.

A cafe in Berlin is being opened where the tired business man may take a nap after his mid-day meal. Certain Government officers in Hong Kong, will still be preferred with conservative men even if they caterers follow the German example.

Every one will be pleased to hear that talkies are going to be made of the masterpieces of great men.—There is hardly a schoolboy in the Colony who is not looking forward to the great day when the work of Euclid is put on the films.





An interesting book of Cartoons depicting "Happenings" on the China Coast cleverly drawn by "ALGIE" BENNETT.

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allays instantaneously irritation due to insect bites.

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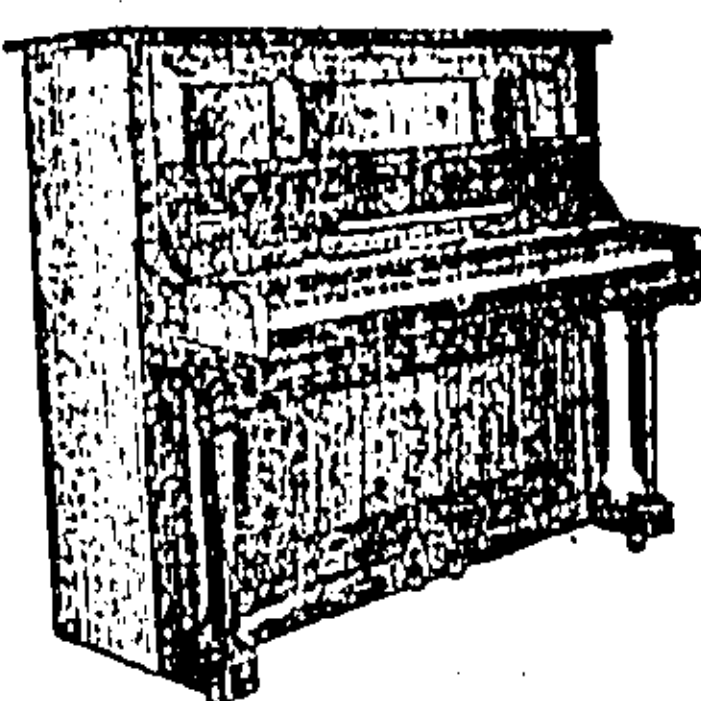
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## The Hong Kong Sunday Herald.

(Annual subscription, excluding postage abroad, H.K.\$5.50, payable in advance)

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HONG KONG, SUNDAY, MAY 11, 1930.

## An Embarrassment of "Riches."

WHO would aspire to be Governor of Hong Kong?

Sir William Peel is entitled to our sympathy.

After three and thirty years in the service of the Empire in British Malaya, one would have thought that for the few remaining years before he reaches the pensionable age he would have been retained in that niche of the Empire to which he has hitherto been wedded so long. But, the Colonial Office has decreed otherwise, and, like a good "Scout" in the interests of Empire, Sir William not only obeys, but obeys most cheerfully.

British Malaya is the loser. Hong Kong is the gainer. This Colony has nothing to regret. It was inevitable that sooner or later Sir Cecil Clementi would either be transferred to one of the richer "plums" at the disposal of Downing Street or even be transferred from the jurisdiction of the Colonial to the Foreign Office with a certain high post in the Far East. Those who did not know their British Malaya could not naturally be expected to associate Sir William Peel with the Governorship of this Colony. And yet, in Malaya itself, it was felt years ago that very high honours would sooner or later come the way of Sir William Peel, and that it was merely a fortuitous circumstance that Malaya was permitted to keep him so long as it did.

Having come home, and having met face to face the men on the spot—the men who really matter, let Downing Street think what it will—Sir William was wisdom personified in declining the obvious invitation, as expressed in the address of welcome, to express any views upon the long list of local problems with which he was confronted. He must think that so far as concerns our wants, we have an embarrassment of riches, and that it will require the guile of the serpent and the wisdom of a Solomon to divide the wheat from the chaff. The list of local problems must strike even the average resident as a formidable one—too formidable for a newly-arrived Governor to assimilate at the first gulp. It might be tedious to repeat that list in detail here, and yet the careful student of civic politics would be hard put to it to know which of them could really be classified as of secondary importance. Nor would it be an easy task to stipulate which ought to take premier place in the consideration of the new Governor who, incidentally, is fortunate in having as henchman, for a short time at least, the Hon. Mr. Wilfred T. Southern who has once again added lustre to his reputation during the interregnum between Sir Cecil's departure and Sir William's arrival.

We are not going to make Sir William Peel's embarrassment at our embarrassment of riches any easier by venturing to suggest which things ought to take precedence in his consideration and which might well be deferred to some other day or some other year. He has stated with that candour that is first nature to him that he has already discussed some of our problems in Britain with both officials and unofficials connected with Hong Kong and also, in a fleeting moment, with Sir Cecil Clementi. Now that he is here in our midst he can be trusted to make the most of the opportunities near at hand to make his own decisions. From what we personally know of him from an acquaintance dating back six and twenty years, we have the utmost confidence that these decisions shall be made in what he truly considers to be the best interests of the Colony in particular and of the Empire in general.

In his writing of the first page in the new leaf of the Colony's history we wish him well!

## News in Brief

In an advertisement in this issue, it will be noticed that entries for the Steel Coulson Billiard League will be closed on May 13.

The Sunday Herald is informed that a dinner for Officers and ex-Officers of the Royal Engineers will be held at the Peninsula Hotel on May 29. Those who would like to attend are asked to notify Capt. de Linde, R.E. Headquarters, China Command.

The fortnightly meeting of the Sanitary Board will be held on Tuesday, and from the agenda received, there will be no matters of public interest to be brought up for discussion.

While peeping in at the actor's changing room at the Po Hing Theatre, a Chinese seaman of the Water Police suddenly felt a tug at his pocket, and on turning round saw a man, whom he took to the Police Station. The man was charged with the larceny of a purse containing \$145 at the Kowloon Magistrate's yesterday. Evidence given was, however, of a very contradictory nature, and his Worship discharged the defendant.

## ETERNAL TRIANGLE

### Two Wives at Loggerheads.

There was much amusement at the Kowloon Police Court yesterday, when the case in which Hui Pui-fong, a married woman, charged Au Pui-chun, also married, with assault at Yu Chau Street was again mentioned before Mr. Whyte-Smith.

It will be remembered that both parties are the wives of a man at present in Shanghai, and that they were remarried on Thursday, for the case to be investigated by the S.C.A.

Sub-Inspector Hourihan handed in the report from the S.C.A. to his Worship, who after reading it, asked the defendant whether she had any marriage ceremony in connection with her marriage. She replied that she was married in a Chinese sedan chair, which was the usual custom, and all her documents relating to this were now in Canton.

The complainant said that she married the man in St. Mary's Church, and she held a certificate to this effect, but at the time of marriage she did not know that her husband had been previously married. His Worship held that the husband was at fault and was to blame for all this trouble. However, he would order the defendant to pay the complainant \$3 for cutting her hand with a cup, which was quite serious.

Both parties were bound over in bonds of \$50 to keep the peace for six months.

## A PROPHECY.

### Bad Omen for Cyclists.

That there will be an accident one day near the Po Hing Theatre in Nathan Road, and it will be a cyclist who will most certainly be killed was the prophecy made by Mr. Whyte-Smith at the Kowloon Magistrate's yesterday, when he fined a Chinese \$10 for riding in circles on a bicycle.

The defendant told the Magistrate that he was very sorry, and he was only a learner. He promised not to ride in future.

His Worship remarked that he did not object to the defendant riding a bicycle as long as he went for a decent ride on the road. What he mainly objected to was cyclists who perform monkey tricks on their usually hired bicycles!

## HONG KONG FAIRY STORIES.

Spittoons are to be provided in all ferries, buses and trams.

Local reporters are delighted to find that Sir William Peel does not prepare his speeches.

The singing of "Singin' in the Rain" is to be banned in public places on wet days.

The new Governor has already expressed a dislike for a popular local dish known as Swelled Head.

Tennis players and lawn bowls devotees gladly did homage to Jupiter Pluvius yesterday afternoon.

Having raised the necessary dollar per head a strong deputation from Lan-chikok will be present at King's Park to-morrow afternoon to make a plan for the formation of a Discharged Prisoners' Aid Society.

As it is alleged that the Audit Department numbered 20 in 1921 with the cost of pay at \$42,394 and only 49 in 1930 with the cost of pay at only \$77,445 it is proposed to raise their salaries 150 per cent. retrospective from 1927.

## FLOATING PALACES.

### Dollar Steamship Co.'s Enterprise.

### TWO LUXURIOUS SHIPS.

On October 26, 1929, the Dollar Steamship Company signed a contract with the Newport News Shipbuilding and Dry Dock Co., of Newport News, Virginia, for the construction of two combination passenger and freight steamers.

These ships will be steel twin-screw vessels, with slightly raked steam and semi-cruiser stern, and will have two stacks and two funnels. They will be capable of maintaining a sea speed of 21 knots.

Each steamer will cost in the neighbourhood of \$8,000,000 and will be modern and up to date in every respect.

Particulars and dimensions of these vessels are as follows:—Displacement tonnage, 31,000; gross tonnage, 23,000; deadweight tonnage, 15,000; length, 653 feet; beam, 81 feet; depth, 52 feet.

### Cargo Capacities.

The general cargo capacity will be 632,000 cubic feet. Refrigerator cargo capacity will be 67,000 cubic feet, which will be handled in 15 boxes. In addition to the above, these ships will have facilities for taking care of approximately 1,200 tons wood or coconut oil.

### Passenger Accommodations.

Each steamer will have accommodations to take care of 320 first class, 135 special class, and 300 steerage passengers.

On the aft end there will be a swimming pool, size 18 by 26 feet, with an adjacent sand beach approximately 9 by 18 feet. The pool will be in the open and will have awnings for coverings.

Just forward of the swimming pool on the port side will be situated the gymnasium. This will be an "L" shaped room, approximately 20 feet long by 19 feet wide with an 8 feet ceiling. This gymnasium will be fitted with the latest accessories.

### For the Children.

Just opposite on the starboard side, the children's play room is located. This room will be somewhat smaller in size, but quite adequate, and will have all the most modern features for the children.

Midship on the bridge deck are situated eight choice staterooms with adjoining showers, these rooms being reached by elevator or stair leading into a very commodious lobby. The rest of this deck is set aside for the crew.

## SCOUTS AND GUIDES.

### Receive Sir William and Lady Peel.

On Friday morning in the garden of Government House, detachments of St. John Ambulance Brigade under Corps Officer T. K. Chak, the Sea Scouts, the Boy Scouts with their Commissioner Mr. C. Champkin, and the Girl Guides with their District Commissioner Miss Jacques, and Colony Secretary Mrs. T. H. King, assembled to form Guards of Honour to His Excellency Sir William Peel.

The Hong Kong Girl Guides were represented by 4 Guides and one Guider from each company, and the Hong Kong Brownies by 4 Brownies with their Brown Owl from each Pack.

After being inspected by His Excellency, the two smallest Brownies present, presented Lady Peel with a bouquet.

Having chatted with the officers, His Excellency and Lady Peel expressed great pleasure at the welcome given them.

## \$24,834 MISSING.

### Bank Employee Wanted by Police.

A report has been made to the Police that a clerk, employed by the Bank of China, is alleged to have absconded with \$24,834, the property of the Bank.

The man has been missing since May 1.

## ADDRESSES WANTED.

Mail has been received at the American Consulate-General for the following persons. The Consulate will be glad to learn the forwarding addresses of any persons listed:

G. A. Allan, Wm. H. Attaway, A. B. Belden, T. B. Bolejo, T. J. Brook, R. Caldwell, J. A. Conley, R. G. Cooper, C. D. Curry, J. R. Egan, H. F. Eales, Dr. F. Gerard, T. F. Hinkell, Dr. W. E. Hatt, Mrs. Hay, Mrs. H. P. Hemmings, Prof. E. P. Hoffman, Mrs. G. H. Korten, C. K. Morris or Mentz, L. Moller, G. L. Osterander, E. J. Otto, Wm. L. Place, G. Pruitt, Capt. G. B. Rogers, Miss Riggins, Miss M. L. Root, Ch. B. Rydell, D. E. Smith, L. T. Simpson, A. B. Taylor, L. R. Uddell, R. B. Weiss, Mrs. G. P. Wilhelm.



The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:—

11-12.15 Approx.—Church Service relayed from St. John's Cathedral.  
12-15.1 p.m.—Chinese Programme.

9 p.m.—Weather Report.  
10-10.30 p.m.—Programme of Victor Records:—

"Nutcracker Suite" (in 6 Parts) (Tchaikovsky)  
Philadelphia Symphony Orchestra under the direction of Leopold Stokowski.

"Tannhauser—Evening Star" (Wagner)  
"Two Grenadiers" (Heinrich Heine—Robert Schumann),  
Reinold Werrenrath, Baritone with Orchestra.

"Just a Whistle for You" (Frank Stanton—Carrie Jacobs-Bond),  
"I Love You Truly" (Carrie Jacobs-Bond),  
Dusolina Stranini, Soprano with Orchestra.

"Pastoral Symphony" (from "The Messiah") (Handel),  
1. "How Lovely are the Messengers" (from "St. Paul") (Mendelssohn),  
2. "See the Conquering Hero Comes" (from "Judas Maccabaeus") (Mendelssohn),  
Victor Concert Orchestra.

"Symphony Pathétique" (in 10 Parts) (No. 4 in B Minor) (Tchaikovsky, Op. 74),  
Symphony Orchestra conducted by Albert Coates.

10.30 p.m.—Close Down.

## BATTERIES STOLEN.

### 'Bus Company's Fitter Charged.

### AN ACCOMPLICE CAUGHT.

Two young Chinese men were charged before Mr. T. S. Whyte-Smith at the Kowloon Magistrate's yesterday with stealing and, alternatively, with receiving three old batteries, the property of the Kowloon Motor Bus Co., Ltd., Nathan Road.

Both pleaded guilty.  
Sub-Inspector Chester-Woods, prosecuting, said that the first accused was a fitter employed by the Company. At about one o'clock on Friday morning, an Indian guard saw the second accused go to a "bus" which was parked in Soy Street, next to the Company's garage, lift up a seat, and take three batteries. He was arrested, as was the first man in-  
Nathan Road.

From further enquiries made during the day, it was found that the first accused took the batteries from the company's premises, and put them in that particular motor bus for the second man to take away.

Mr. S. T. Lui, manager of the K.M.B. Co., Ltd., stated that the first accused was satisfactory as a fitter, and he thought a small penalty would meet the case. The second man was unemployed.  
A fine of \$10, with the alternative of fourteen days' hard labour each was imposed.

## TAIPO TOPICS

[From the United Press Staff Correspondent at the Front.]

We have never shot mosquito larvae, but understand that it is quite good sport of a sort, and it certainly is a deadly way of clearing out these parasites from the streams. The method is to approach the shallows with the utmost circumspection and, on sighting the larvae, taking a pinch of air above the surface, to let him have it with heavy shot. The novice is hereby solemnly warned not to submerge the gun barrels when shooting mosquito, for, if he does, all things earthly will cease to interest him for ever!

The Burgomaster informed the meeting that in view of the tawdry hunting dangling from and around Statue Wharf on His Excellency the Governor's arrival on Friday last a fund had been opened with a view to the purchase of a good stuff. Tai-po's contribution to the fund would be the first week's takings from the hire of the new garden seats placed on the embankment adjoining the Garbage Heap.

Strenuous efforts are being made to stop the cruel sport of mosquito-catching, which, in spite of the international convention in 1902, is being freely indulged in on the Peak and in Kowloon. The League for Mosquito Protection has issued an appeal to the rural population to give up the laying of nets and snares each Spring, by which many thousands of southward-bound mosquitoes are captured, to be served as delicacies in restaurants and private homes. The mosquitoes are lured into nets and snares, either to be slowly strangled, or to death or have their heads crushed.



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# Hongkong Sunday Herald.

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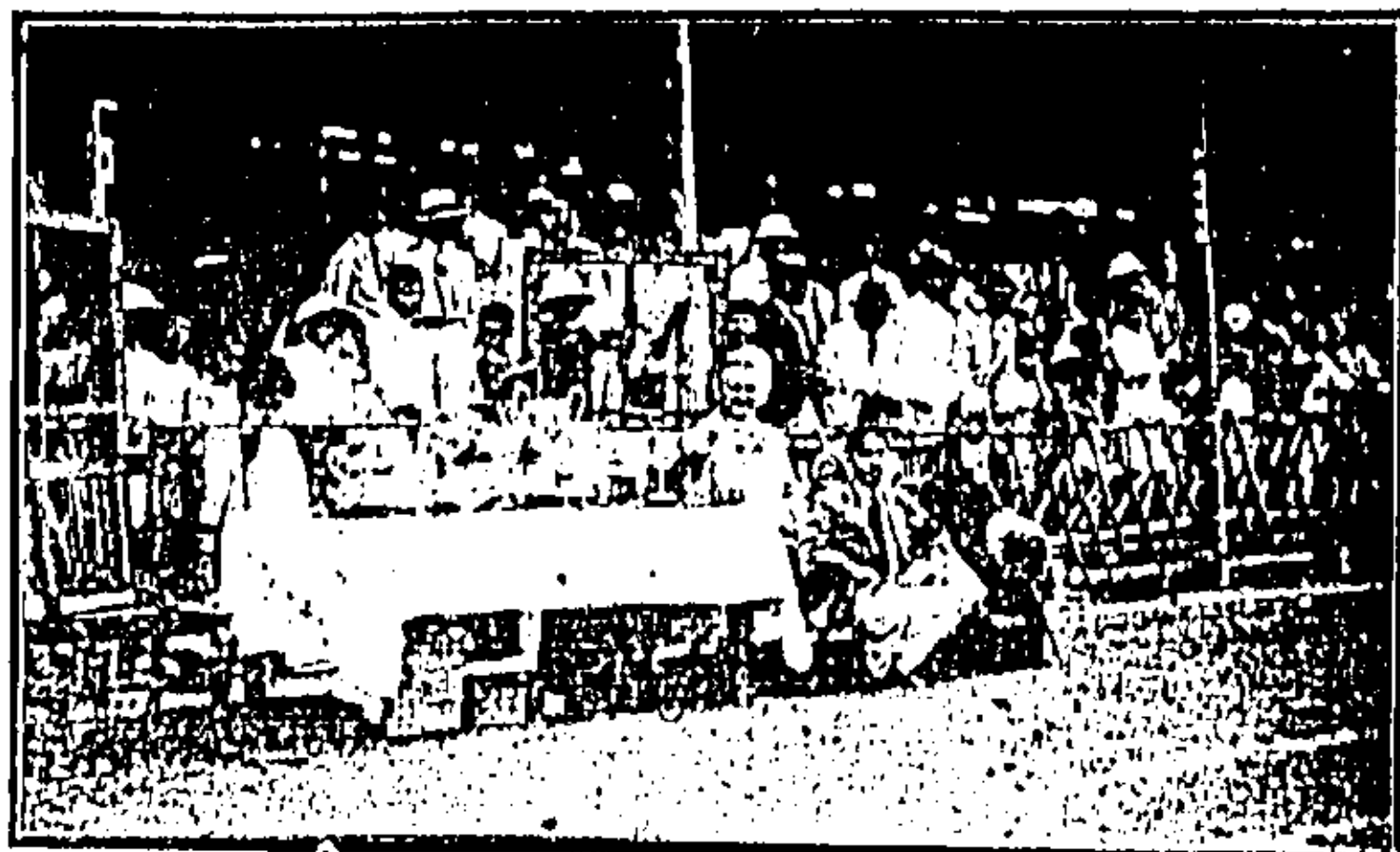
# HONG KONG \$ DIRECTORY

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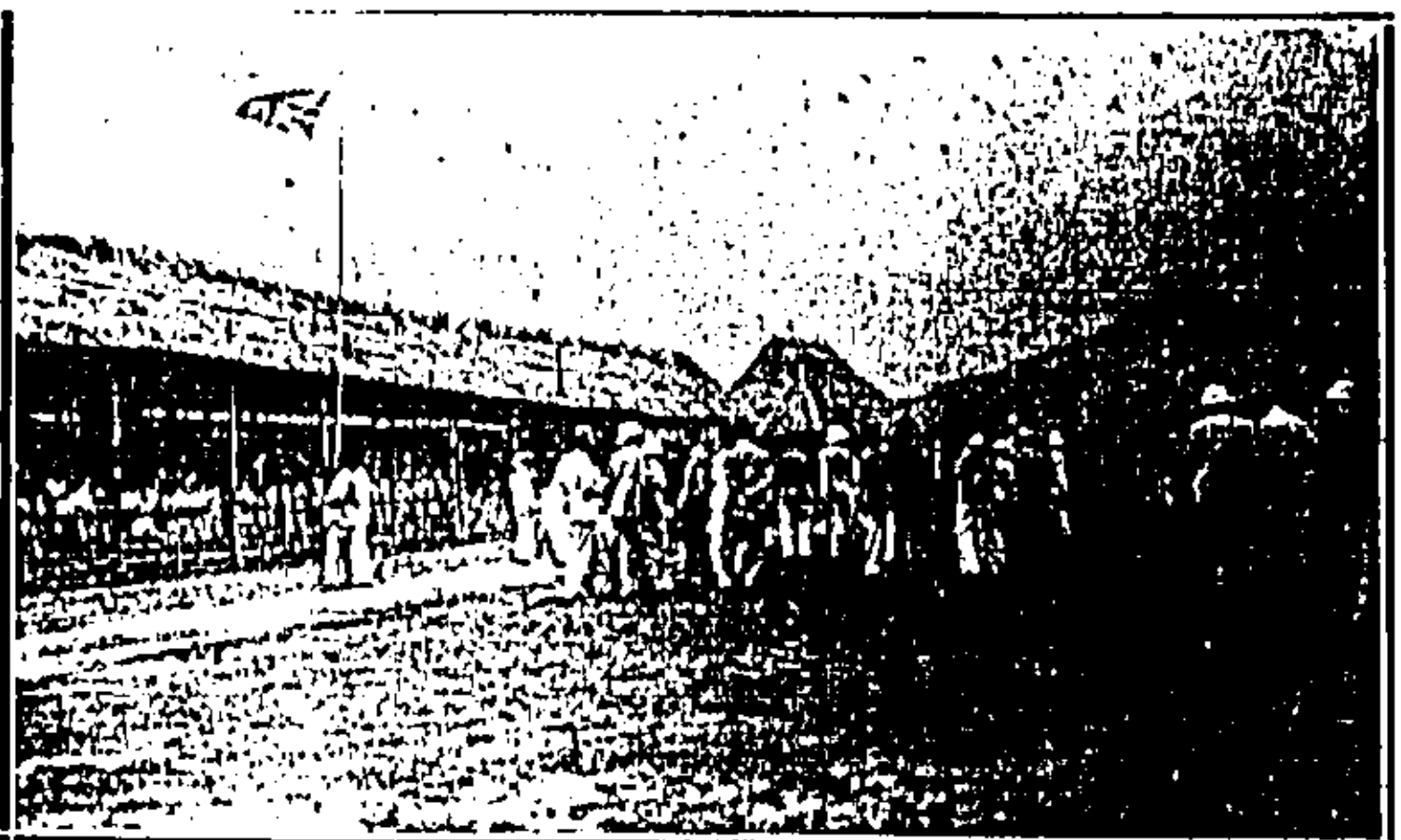
KOWLOON FERRY WHARF STORE.  
HUNG CHEONG, Kowloon.  
EXCELSIOR BOOK STORE,  
Branch, Peninsula Hotel.

HONG KONG, SUNDAY, MAY 11, 1930.

1



**HANDSOME TROPHIES.**—A view of the prize table with one of the finest array of silver trophies seen in Hong Kong. This picture was taken at Caroline Hill last Saturday when the athletic sports meeting of St. Joseph's College was held.—(K. Fujiyama).



**ATHLETIC MEETING.**—Some of the officials and spectators at the St. Joseph's College athletic sports meeting held at Caroline Hill last Saturday.—(K. Fujiyama).



**BROWN AND COLLACO.**—Wedding of Mr. H. C. Brown and Miss Irene Helena Collaco taken on Saturday, May 4, at the Rosary Church, Kowloon.—(Welcome Studio).



**LORD MELCHETT**, the head of the Imperial Chemical Industries, Ltd., who is exceedingly hopeful of the success of experiments of scientific research workers, of producing petrol from coal.—(Sport and General).



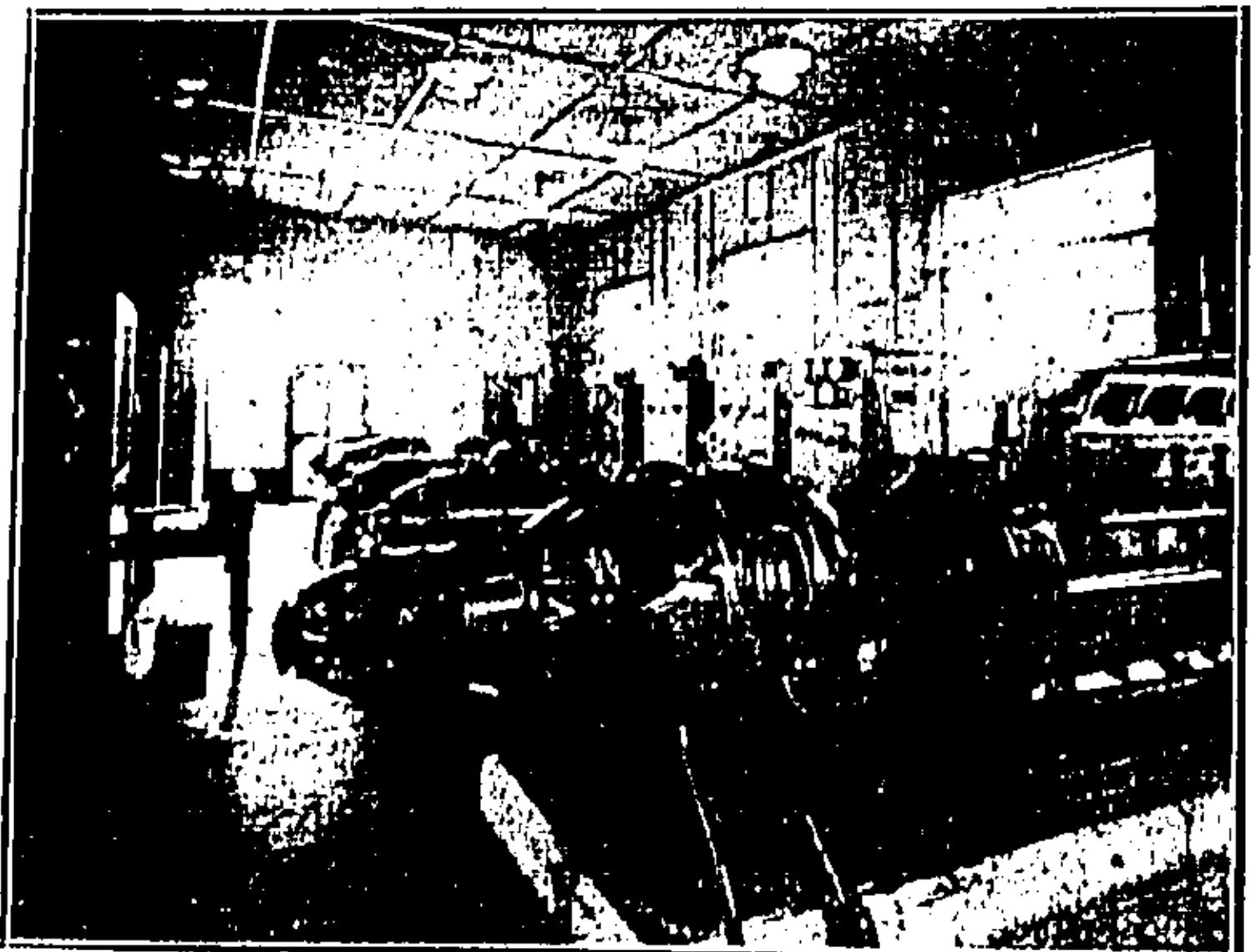
**"HERE COMES THE BRIDE!"**—Preceded by her bridesmaids, and led by her father, Miss Irene Collaco arrives at the Rosary Church, Kowloon, for her wedding with Mr. H. C. Brown on May 4.—(Welcome Studio).



**HILLS AND SEA.**—An excellent photograph of Tolo Harbour, showing the peaks of Ma On Shan and the Hunchbacks in the background.



**LATE CHIEF JUSTICE.**—Sir Henry Cowper Gollan, K.C., C.B.E., Chief Justice of Hong Kong since 1924, who retired from office this month, being succeeded by Sir Joseph Kemp.



**POWER STATION.**—Interior of the Robert Dollar Co.'s Radio Transmitting Station at Manila, P.I.



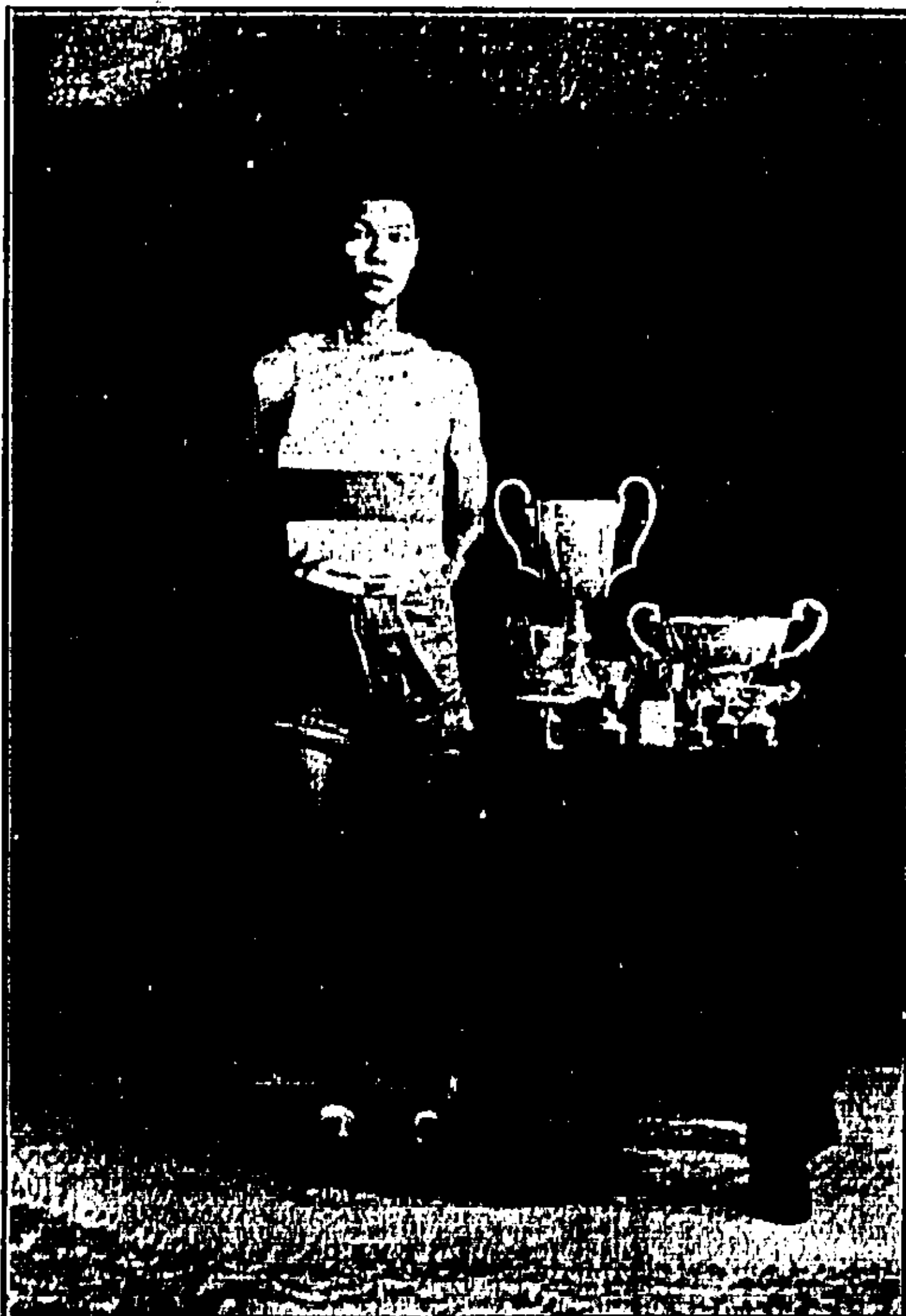
**RADIO STATION.**—Interior of the Robert Dollar Co.'s Radio Receiving Station at Manila, P.I.



**LORD CHIEF JUSTICE.**—Lord Hewart, Lord Chief Justice of England.—(Sport and General).



**A GREAT LAWYER.**—Sir William Jowitt, the Attorney-General since 1929, in which year he also received his knighthood. Labour M.P. for Preston.—(Sport and General).



**SENIOR CHAMPION.**—Henry Shiu, 1930 Senior Champion of St. Joseph's College. A fine young all-round athlete, he won the Championship Cup and Gold Medal at the athletic meeting of the College held at Caroline Hill last Saturday.—(Welcome Studio).

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ALL OUR STOCK BEAR BEAUTIFUL DESIGNS AND MARVELOUS EFFECTS IN DIFFERENT SHADES.  
LADIES' EMBROIDERED UNDERWEAR.  
PRICES MODERATE.

KASHMIR SILK STORE,  
Opposite Queen's Theatre.



# The Woman's Page



## POTATO CAKE.

This is a delicious, simply made and inexpensive dish suitable for luncheon or tea. To a dish of cold potatoes, mashed free from lumps, add two teaspoonfuls of baking powder, two oz. of currants, two oz. of sugar, two oz. of suet, a pinch of salt, a little allspice and candied peel, one egg well beaten, and enough plain flour to mix to a nice thickness. Roll out to half an inch thick, cross it and bake in a moderate oven till nicely brown.

## LONG SKIRTS.

## Horror of the Original Creator.

Horror at the perversion of the long skirt—his own creation—was expressed in vivid Gallic phrases by Jean Patou, Parisian style expert, when he arrived in New York on the Ile-de-France.

M. Patou found American streets being swept in every direction by trailing flounces. In hotels, offices and restaurants the sight was the same. M. Patou put one hand over his eyes and fanned the air with the other, in a gesture which drew great sympathy from those hearing his plaints.

"My long skirt never was intended to be worn by the American working girl," said Mr. Patou.

"The American working girl is ideally fitted for the boyish costume. Boyish styles did not look as well on French and South American women and we decided to create a special long skirt style for them, as well as any elegant American and Spaniards who might demand it.

"But it was American women who created and demanded the boyish style and they looked better in it than any other women on earth."

M. Patou looked out of his hotel window, into a Broadway filled to overflowing with youth sedately draped in flowing robes. Again he hid his face and nearly sobbed.

Controlling his feelings, M. Patou spoke again: "Now all smart little working girls are wearing long skirts and so have spoiled their natural charm."

"It is too bad. Ah, how bad it is. Those long skirts were luxury fashions, intended for grand social occasions and not for common, general wear."

"We intended practical clothing to remain as it was. I am not only disappointed, I am horrified at what I have seen and what I am going to continue to see during the American visit."

## DISCRETION.

## Important in a Woman's Attire.

If does not follow that, because a woman has a limited wardrobe, she need be poorly clad. Some of the best dressed women appear again and again in the same toilette, but these women choose their clothes with discretion. They never wear clothes that are too striking. No one can mark them down by a particularly flamboyant hat or distinctively coloured dress. Their Summer wardrobe may consist of two well-chosen hats, a suit, a couple of frocks, a skirt with a jumper or two, and a coat. They always choose colours which harmonise throughout their clothes. They know it is far better

## LIMITED ALLOWANCES.

The great art of dressing well on a limited dress allowance is to keep to simplicity. Avoid anything which hits the eye. Remember that even stockings chosen in the wrong colour may throw the whole effect out of harmony. Well-dressed women always study detail. This is why fashion pages are valuable and dress displays interesting. Women may see for themselves the correct angle at which different types of millinery should be worn, the latest way to wear scarf or kerchief, and the fashionable lace or chiffon jabot. Here, too, the absorbing question of line may be studied, the way of the all-important flare, the moulded bodice line, the right kind of cuffs, the latest colour vogue. No woman can be well dressed unless she knows these points and can adapt them with success to her own personality, figure, and colouring.

## OLD AND NEW SHADES.

There are lots of soft shades of green, and there is navy, and black is more important than ever. Navy is relieved with the new red, a Spanish shade, and black is softened by tones of white, or the faintest of pastel tones, just off the white, never a dead white. For the youthful there are lovely shades of blue, ranging from forget-me-not to deep aquamarine. For the older women there are interesting shades of grey which almost border on the fashionable blue. Greys which bestow youth with distinction, and there are always the browns, some of which are better than ever this season.

## WASHING SILK UNDERWEAR.

On no account should silk underwear be washed with other clothes. These garments require special treatment. To every gallon of warm water add one table spoonful of household ammonia, and let them soak in this for 20 minutes, then rub soap on the most soiled parts, very gently. Never rub silk garments on a board. Rinse well in two waters, squeeze dry, and hang on the line. When nearly dry, take in and fold, if possible, iron within a few hours. Do not let the iron come in contact with the silk. Lay a piece of cloth over the garment and iron on that.

to have two good frocks than four very cheap ones. Again hats, frocks, suit, stockings, bag, shoes, and gloves all come into colour harmony. Nothing must clash. Choose the colours on fashion's colour card which suit you best, and make them yours for the season. Colours are legion, and many of the shades are new. There is the new beige, a queer apricot and banana mixture, particularly becoming to fair and dark alike.

## 'Round the Clock with Milady.



Four changes a day are advised for the young girl who would be properly attired the whole day through. Dame Fashion has ordered that she must make a series of rapid changes according to the clock at various periods from breakfast to bedtime. (From left to right) at 11.30 a.m., the navy blue tailored suit is quite appropriate for afternoon wear. Then comes the sport costume. It is a belted gray tweed affair that affords perfect freedom on the links or tennis court. At five, milady dons her tea gown. It has a high waistline and four-piece overskirt set off by black hat to match. For evening wear Dame Fashion advocates this lace ruffled evening gown, which may cross the ground but not sweep it.

## BRIDESMAID'S FASHIONS.

Muffs instead of bouquets are a comfort to bridesmaids when the morning is chilly. Not so long ago, four bridesmaids carried brown beaver muffs, providing a striking contrast to the bride's bouquet of white orchids. In the Summer, a novelty is possible in the employment of flower muffs for children as a substitute for the Victorian posy. But, in other instances, a really solemn appearance is achieved where there are no flowers. One wedding recently was a flowerless one. The bride held a large white prayer-book, and the eight bridesmaids carried golden prayer-books.

## THE COMPLETE NEEDLEWOMAN.

Those who must sew occasionally, but find it difficult to keep all their equipment to hand should certainly invest in one of the new tape measures which are made with innumerable attachments. At one end, the scissors are tied, while the other end supports a small book with needles, thimble, pin cushion and other necessary accessories. The idea is that the needlewoman hangs the tape around her neck, and there are her "tools" very handily arrayed.



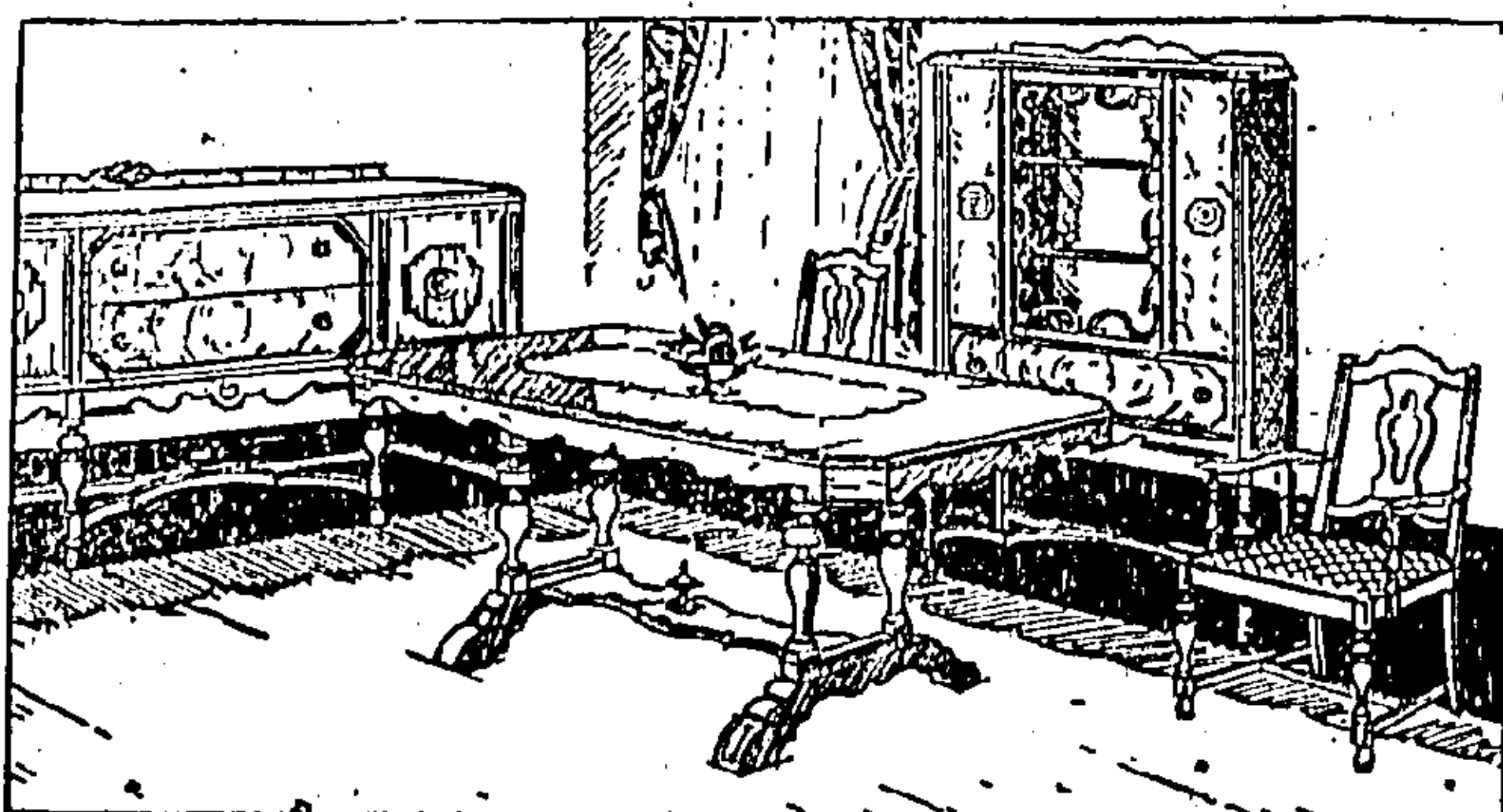
Valerie Rasmier, Broadway's highest salaried show girl, was judged by a committee of American Legion artists to be the most beautiful girl in America. She will represent the United States in the forthcoming American Legion picture "Raus Mitt Em."

## MATERIALS.

Crepes de chine and chiffon show non-descript designs and wonderful colouring this season. One of the newest is rather like the marbling done by the house-painter, only the brush, or quill, might have been dipped into a rainbow for the colours. Another crepe de chine seen recently had the look of well-worn blotting paper in blue and white. When plain colours are worn, two or even three which harmonise are introduced in the model. Scarves are very important this Summer. An attractive scarf seen recently was of gold and black material and was worn with a tussore jumper and skirt. Scarves are shown with many models, and are worn in a variety of ways. Coats are three-quarter in length to meet the flare vogue. This length allows for the flared skirt at the hem.

## A STRANGE WHIM.

Rings over gloves may seem a strange whim, but West End jewellers are being asked for extra-length rings to slip over elbow-length gloves which fashionably dressed women wear with their



(Above) Dining Room Suite with Pedestal Table.—Large extension Table, 5 side Chairs, Armchair, 66 inch Buffet and China Cabinet. The Walnut facings are carefully selected. The construction throughout insures unusual durability.

## NEW MATS.

If you take a pride in your polished table, and dislike those remarks caused by wet glasses, then you will think it a boon to encounter a set of wooden mats. The set consists of six mats and a stand to take the bottle. On each is an amusing admonition as—"Don't drink fast!"—"Say when!"—Slip it, taste it, drink it." They are quite new and answer a real need.

evening frocks nowadays. The new rings are set with immense stones, and are in antique shapes. The gloves are often jewelled around the tops, and the ring should match. One jeweller says the idea is catching on so well, that this Summer rings will be as correct over short, outdoor gloves. Bracelets are worn over gauntlet-gloves, so why not rings?

## JARDINIERE FLOWER HOLDER

For the effective arrangement of flowers in a large vase or jardiniere, crochet a circular mat to fit over the top with string or canvas cotton, making the mesh open and even. Run an elastic round the edge to fit tightly over the top of jar. Put the flower stalks through the mesh. This will be found a cheap and easily replaced fitting.

## DRESS SHOWS.

The dress shows are upon us, and with their advent, the fashionable woman will be made to realize that the new "feminine" frocks require a new setting. London dress designers are abandoning the recent severity in decoration, and their show-rooms have become very gay and bizarre.

In one famous establishment, the walls have been covered with Chinese rice straw, which is shiny yet soft and pliant. Decorative paintings have been added and the result is a novel and very effective background. Spanish decorations provide the setting in another show-room. Here the wonderful hangings with subdued backgrounds on which are vivid splashes of colour, and the gilt modernist furniture help to show off gorgeous Spanish shawls to perfection.

Furnishing displays are likely to prove as important as the dress displays this season, and at these functions great prominence is given to new ways of lighting and decorating the home. Fascinating ideas in glass and interesting table novelties such as leather flowers, are also a feature of the displays.

## DAZZLE EFFECTS.

There is more variety in tweeds than in any other material just now. Speckled effects predominate, and a mixture of several different colours is more popular than shades of a colour. Apart from speckled designs, all the new schemes show tiny patterns, and in such unusual schemes as green, white and grey, one sees cubes, zig-zags, angles and circles. On a black ground, white and grey dots are effective, and a typical example of to-day's fashion is a line tweed in Indian red and beige which was used to good effect as a tailored morning dress, with straight bodice, flared skirt and eury collar and cuffs.

## SATURDAY-TO-MONDAY.

Those who believe in travelling in luxury pack their things in a wardrobe trunk, and this large trunk is an excellent way of keeping one's clothes on the journey. But a trunk on similar lines has been made for the week-end. This is, of course, a much lighter construction. There is a handle so that it can be carried like a suitcase, and, inside, are all the conveniences of the larger trunk. There are several coat hangers, and drawers which pull out, for handkerchiefs, gloves and so on, besides slots for shoes, and divisions for the more cumbersome articles.

## HOME-MADE RUGS?

Making rugs has become quite a popular pastime. Women find it fascinating to work out the patterns from explicit diagrams; in fact rug-making is rapidly taking the place of crochet and knitting in some homes—and men are interested in the work too. Semi-circular rugs are the most popular shapes. The advantage of making your own rugs is that one can introduce just the colours needed. Bizarre patterns are easier to accomplish than delicate, conventional schemes; when once one has become used to the work, the rugs are quickly made.

## LENGTH OF SKIRTS.

## Season's Latest Style Selections.

Helen Twelvrees, brilliant young New York actress currently winning screen fame in Pathé's "The Grand Parade," is not included among the girls who are perturbed as to the correct length of skirts for the coming season.

This enterprising young lady has worked out an exact scale of length measurements to which every new garment must conform.

The skirts which Miss Twelvrees buys for sports wear, with blouses or sweaters, are sixteen inches from the floor. This brings them well below the knees, but leaves them short enough for comfort in the strenuous activity of golf or tennis.

The tailcoats and simple frocks for street wear are a little longer, which Miss Twelvrees is selecting, the skirts ending about fourteen inches above the floor.

The young Pathé actress eschews the ordinary uneven hemline for afternoon wear, considering a frock of medium length all the way around neater and more interesting for such occasions. Helen's afternoon dresses are twelve inches from the floor.

Evening frocks according to Miss Twelvrees, are divided into two classes, and the length depends on this factor.

For dancing and informal dinners, she likes a gown which clears the floor nicely. It may be slightly uneven at the hemline; six inches from the floor in front and four in back is a nice proportion, she believes.

For formal evening wear, Miss Twelvrees has selected several delightful gowns which boast trains. In front there is barely room enough for the toe of a slipper to peep forth.

## SPORTS MODES.

For sports wear, charming outfits are carried out in tweed and leather. They all maintain a straight line.

Tucked-in blouses are worn with tweed skirts and short coats, while the new scarves and hats of knitted wool match one another, and often "go" with the pattern in the tweed, or, at any rate, show the same colouring. The flared line is used, but it is never exaggerated, and neck lines are high with very slight openings.

## NEW DAY DRESSES.

There is nothing dull about the new day-dresses of light-weight tweed which are sold with several sets of plique collars and cuffs. Delicate colours are fashionable. Pique collars in orange or beige look well on frocks of beige-cream-and-brown mixtures. Tweed in almond green, with a pin spot of white, achieves a particularly smart effect in a frock which is strictly tailored, and worn under a woollen coat of almond green, with trimming of white calf skin.

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1st Floor, Queen's Road C.

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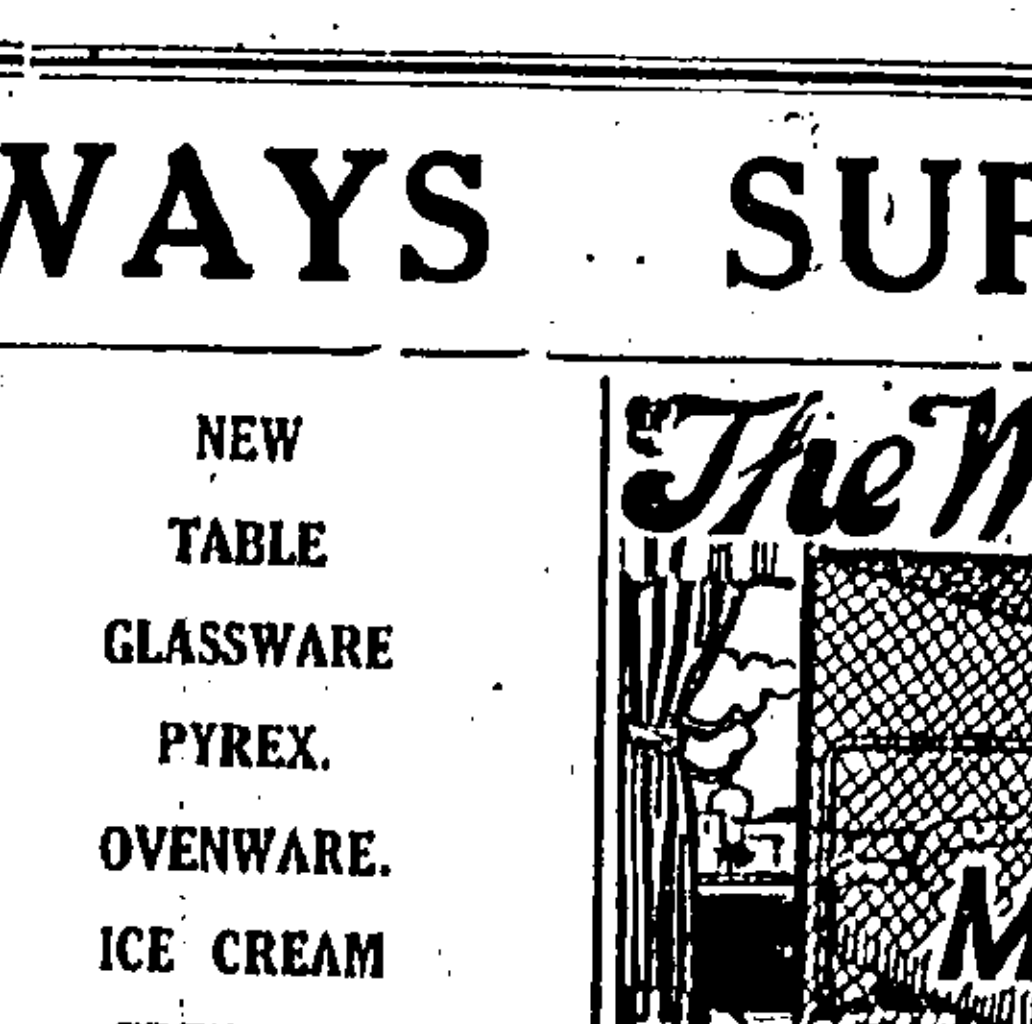
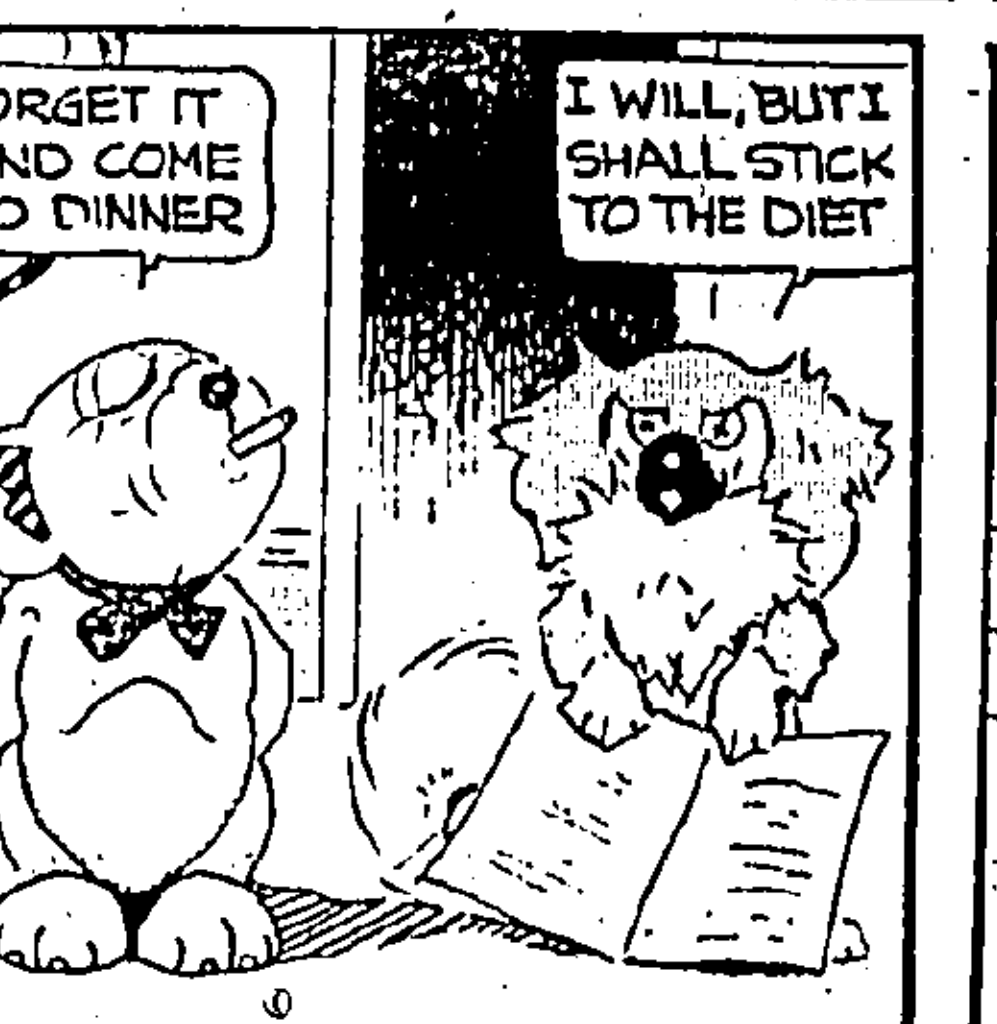
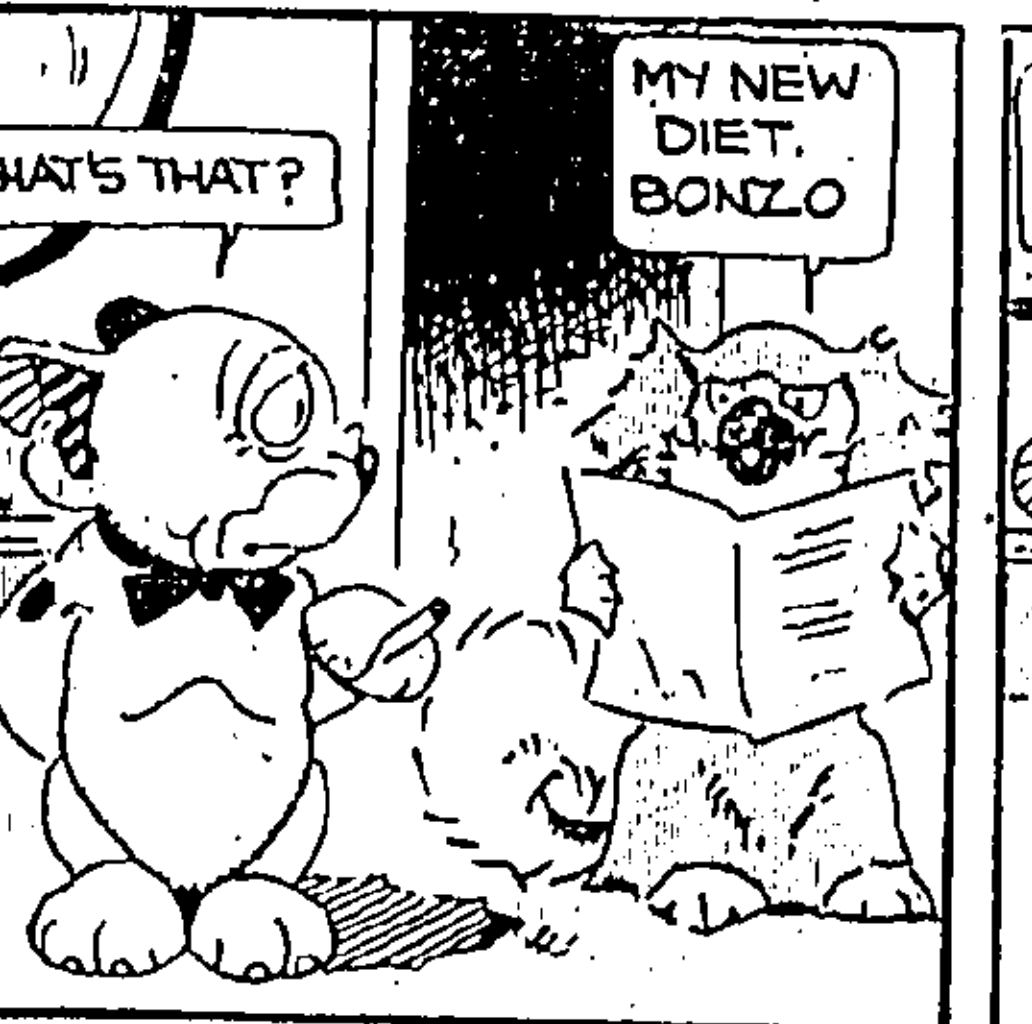
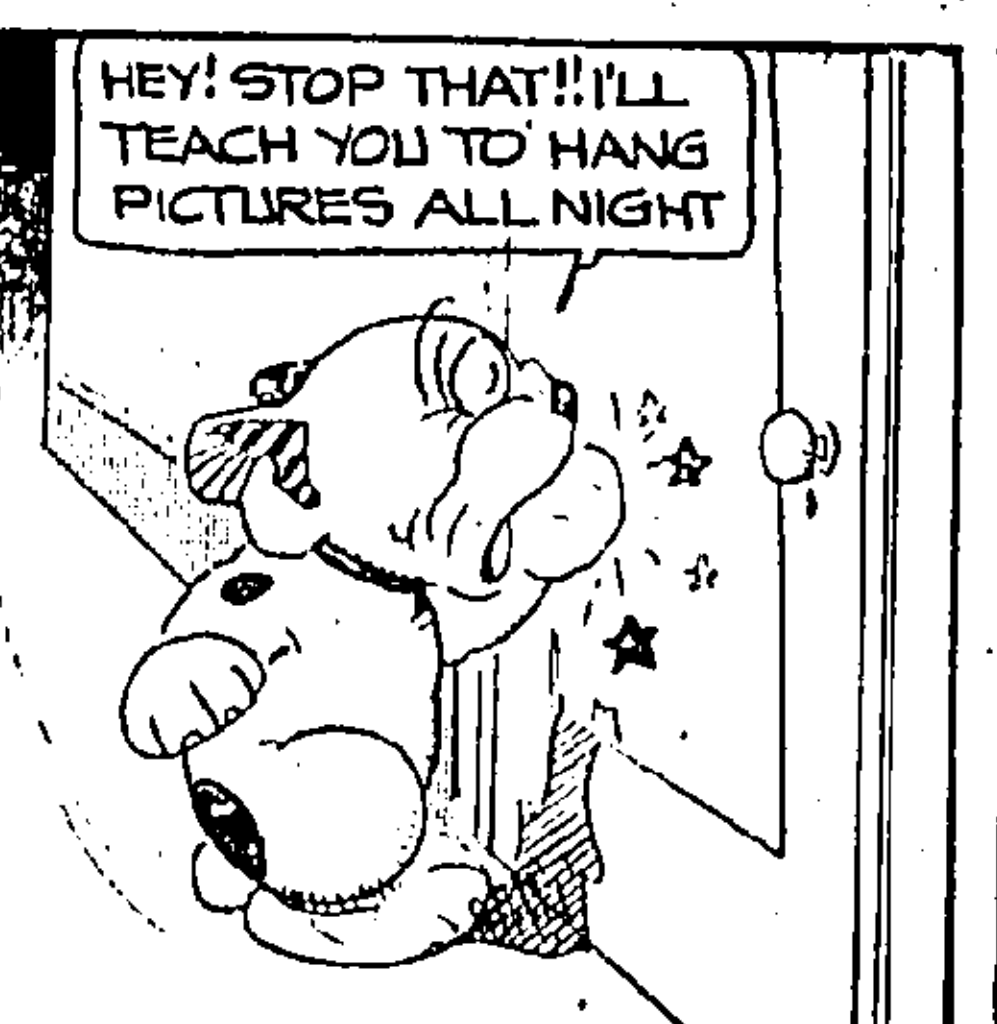
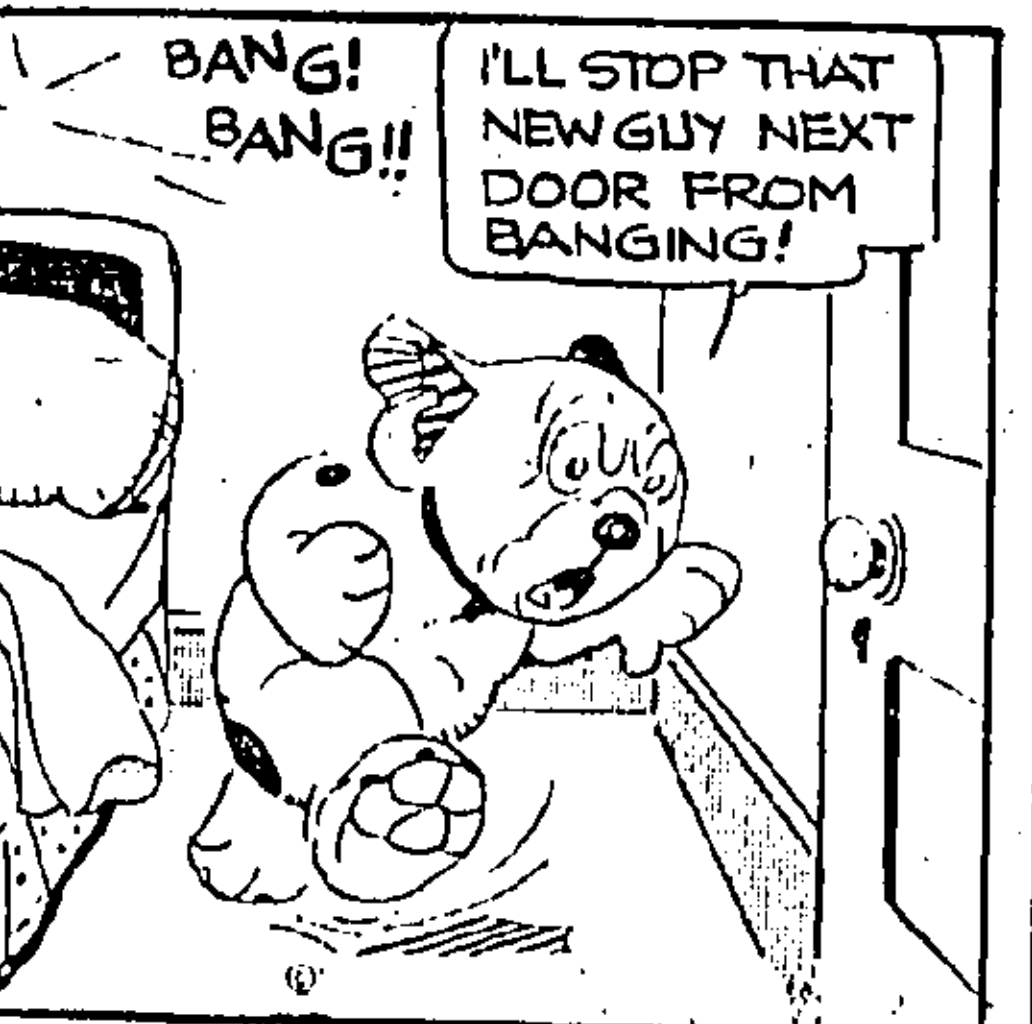
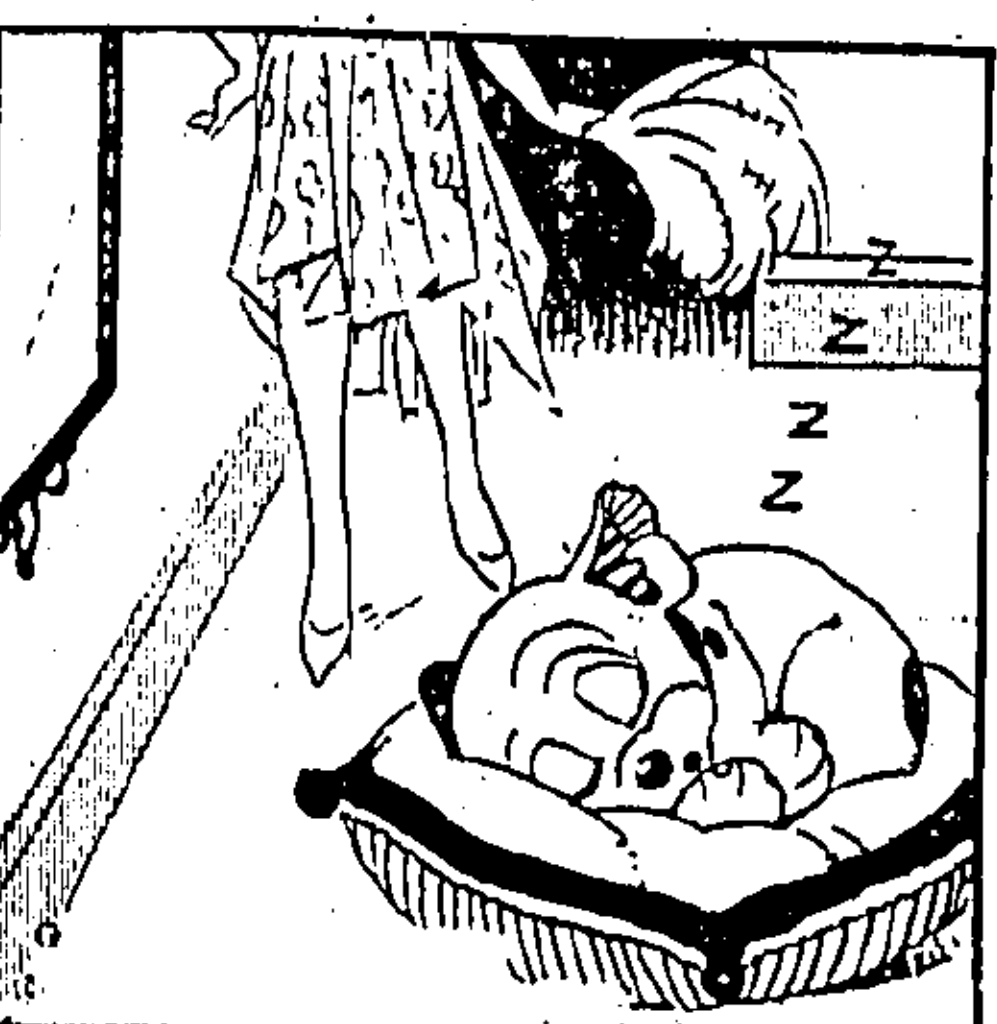
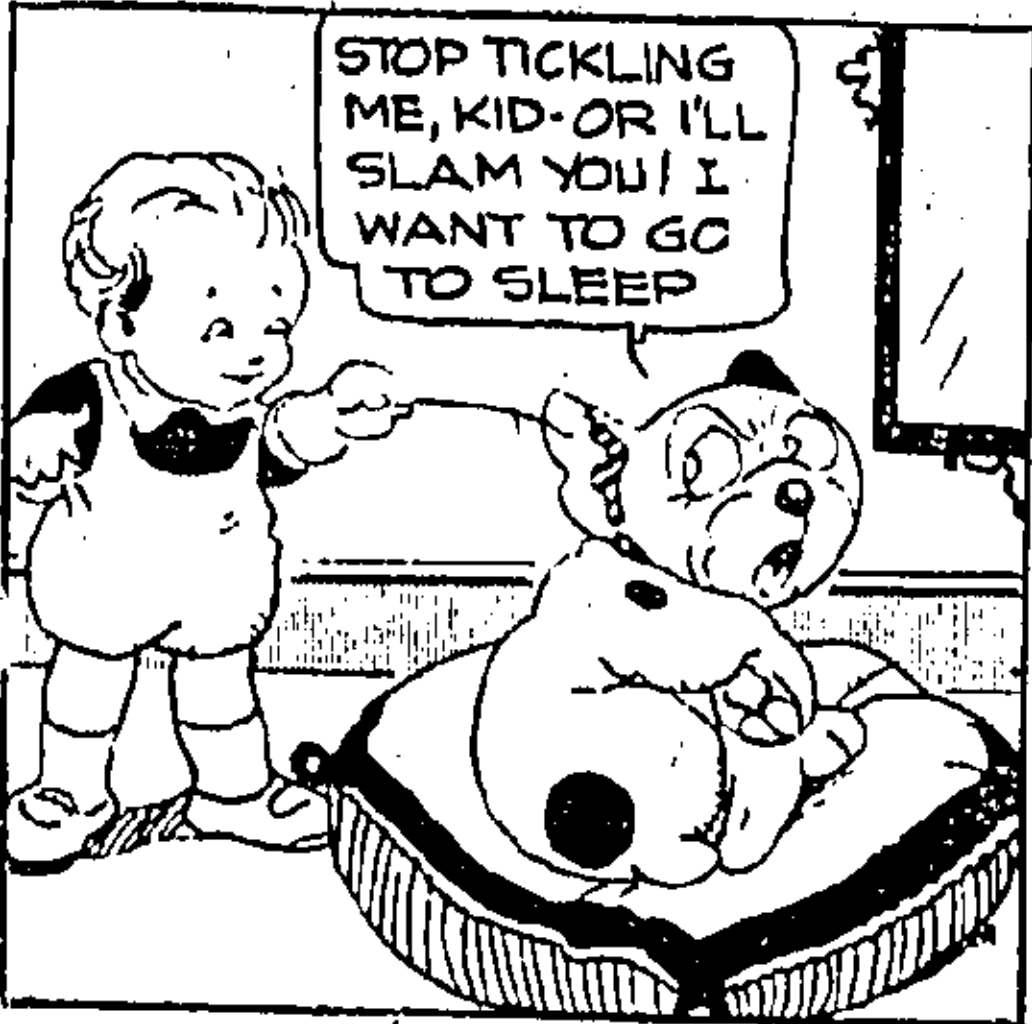
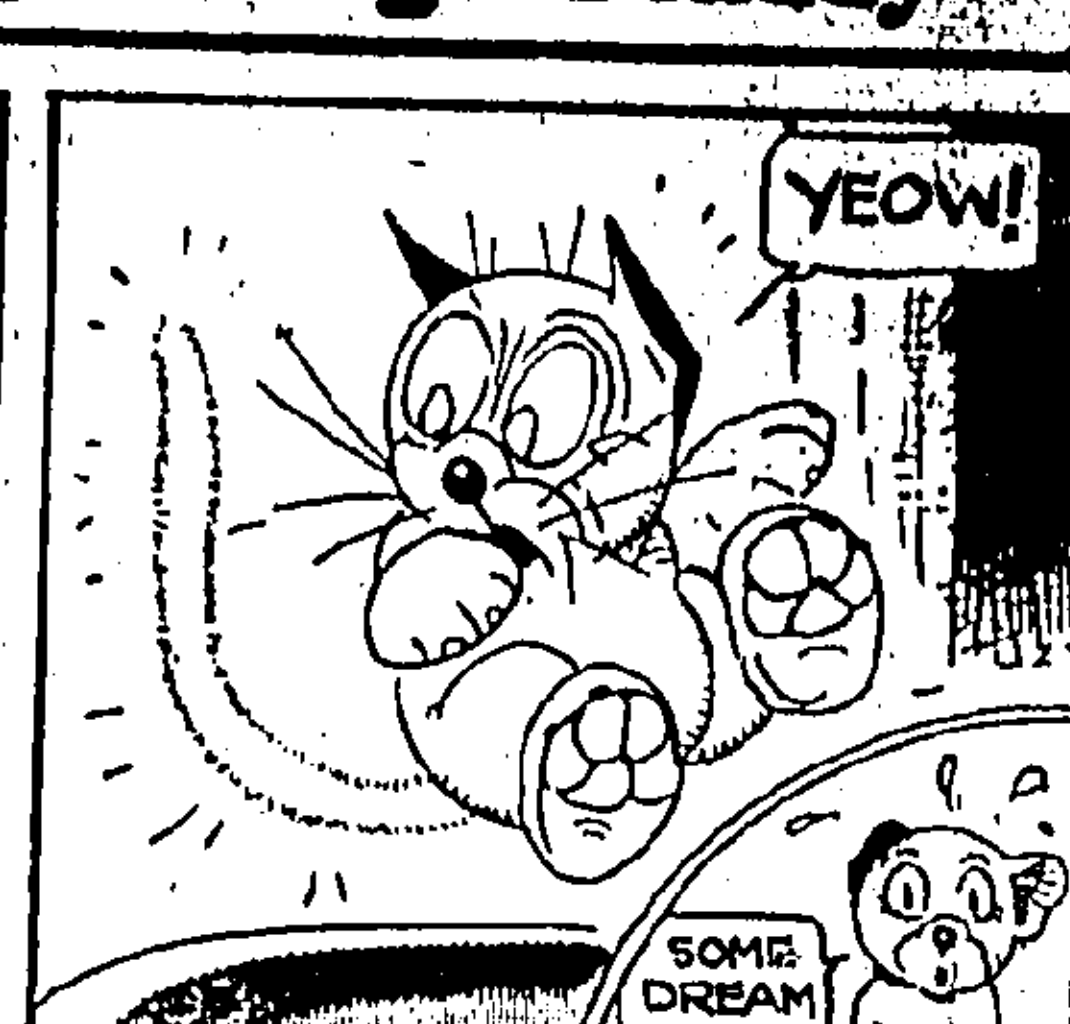
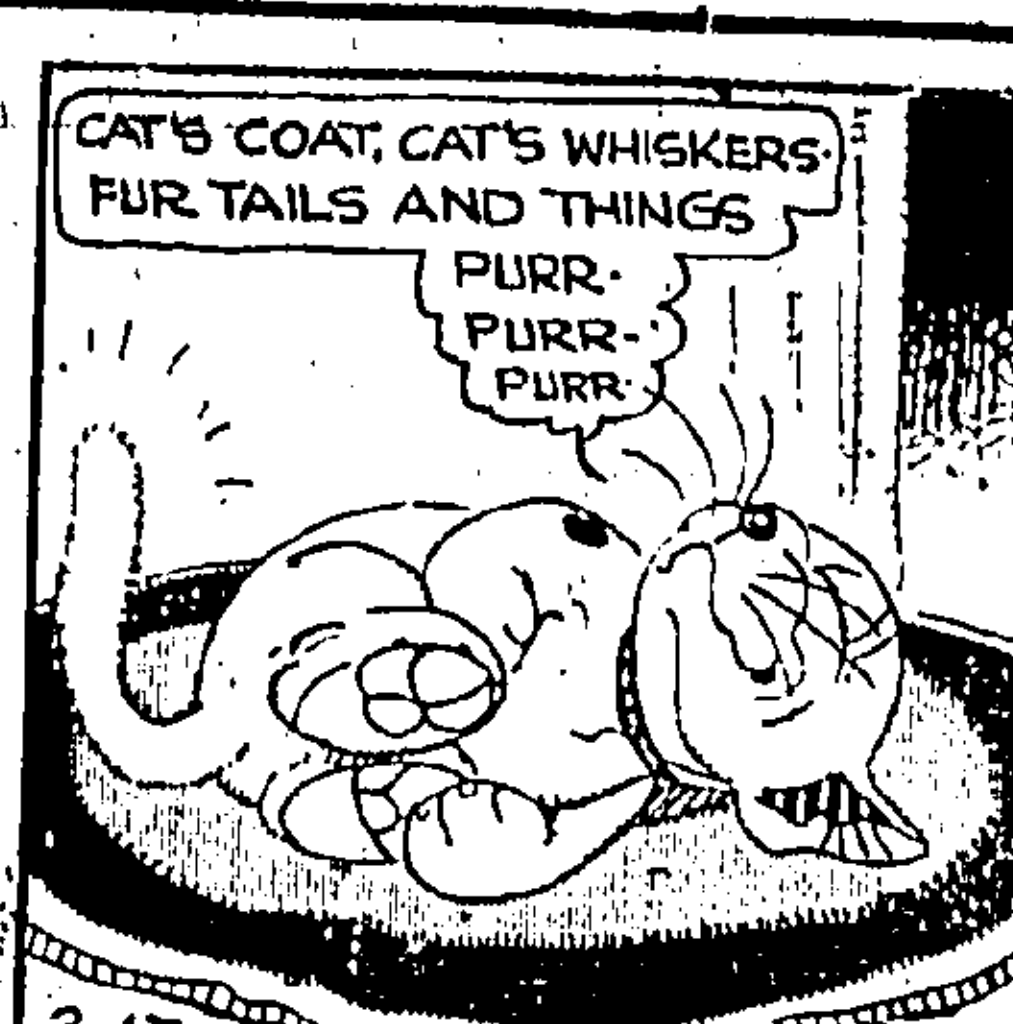
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By George Studdy



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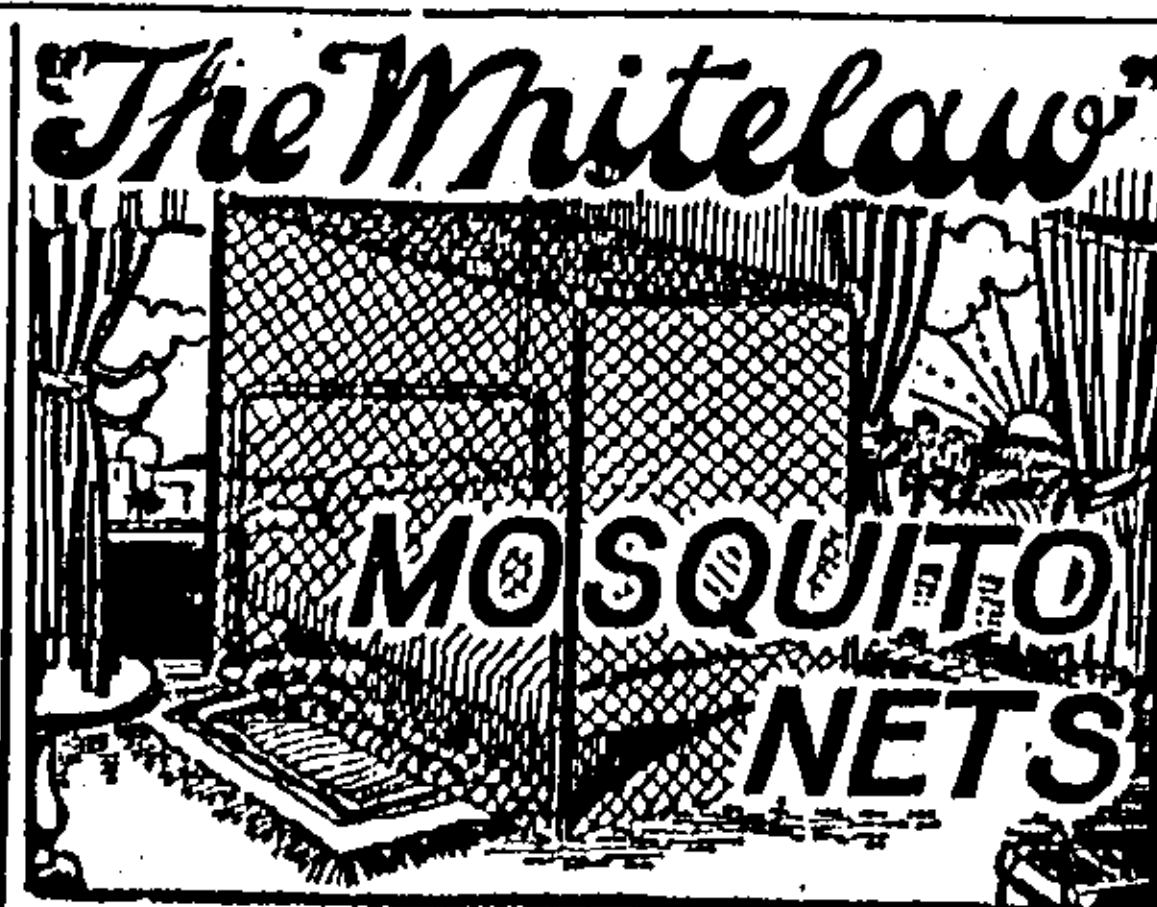
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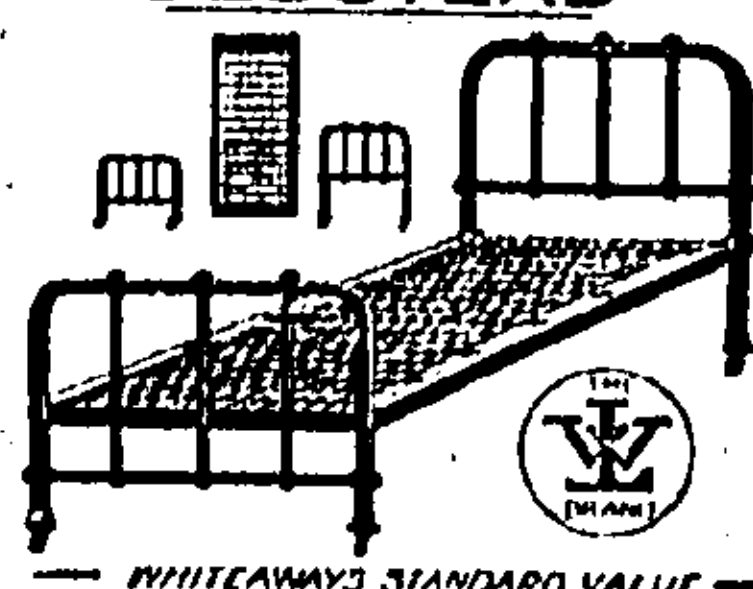
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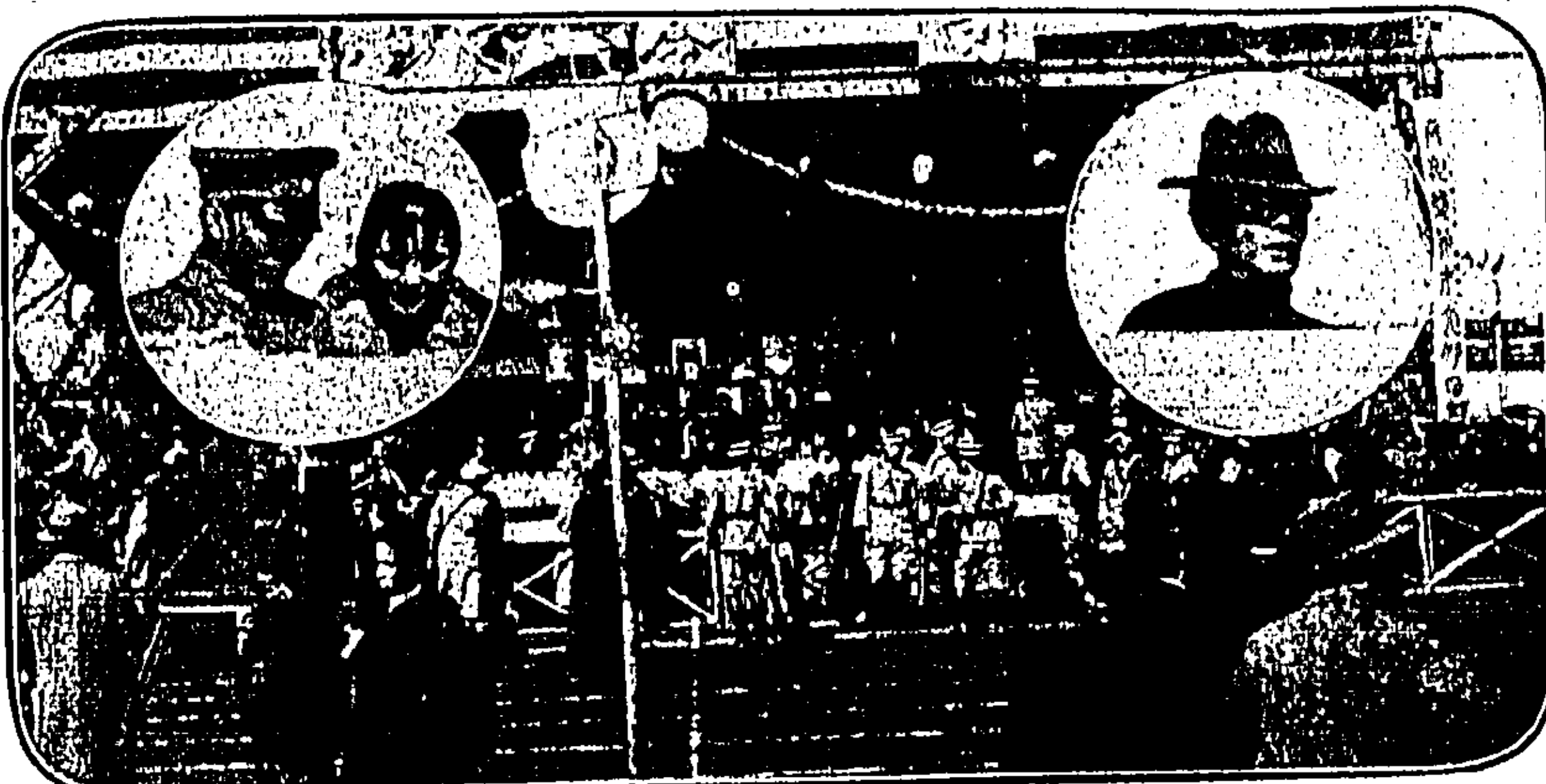
# ROUND THE GLOBE IN PICTURES

Filipino Ex-Rebel.



General Emilio Aguinaldo, once the leader of the Filipino rebellion against the United States, finds tranquillity and friendship for his former enemies as the years pass by. General Aguinaldo recently travelled to the United States on an army transport for the purpose of visiting his former enemies.

The National Athletic Meet.



The National Athletic Meet was recently held in Hangchow with great success. Athletes of both sexes from various parts of China attended to take part in the interesting event. Here is a view photographed at the opening ceremony. Inset: (left) General Chiang Kai-shek and Mme. Soong Hwei-ling and (right) Mr. Chung Ching-kiang, Chairman of the Meet, who were present at the ceremony.—(Courtesy of Loh Tsong-chi).

Strange Curse of Tut.



Lord Westbury, distinguished British Peer who was killed in a 100-foot fall from a window of his home, as he appeared in 1912. The death of the 77-year-old nobleman recalls the strange curse of the tomb of Tutankhamen which is believed by many to have been responsible for the death last November of Lord Westbury's son, the Hon. Richard Bethel.

Girls' Glee Club.



Girls' Glee Club of the Shanghai American School, who furnished special music at the Easter Service aboard the U.S.S. Pittsburgh.—(Ah Fong).

At the Boy Scouts' Jamboree.



At the Boy Scouts Jamboree held in Shanghai recently, numerous events were completed for with keen interest.—(Ah Fong).

Scottish Baron Free.



Elaine Delores Gibson, popular member of the younger set of northern New Jersey, became the bride of Sir Arthur John Frederick Nicholson, Bart., eleventh of his line, member of the Scottish Bar and owner of vast estates in the Highlands, when she visited Scotland in 1926. Mail information from Scotland recently brought news to Lady Nicholson that the Scottish Peer had been granted an annulment of the marriage.

Fall to Death.



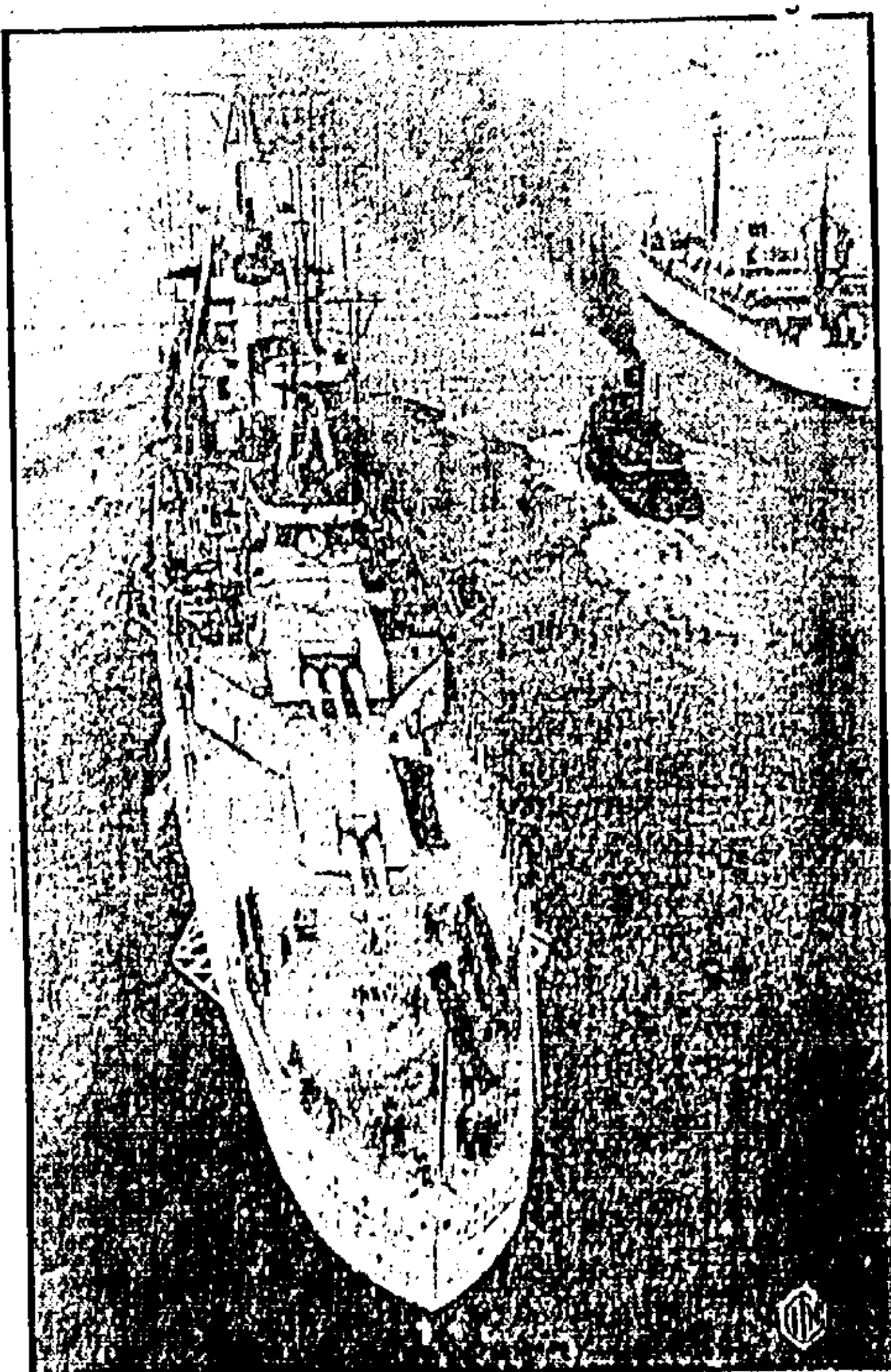
Mrs. Pearl L. De Maret, of Washington, special stenographer to Secretary of State Stimson at the London Naval Conference, was killed when she accidentally fell from the window of her room in the Mayfair Hotel. She was preparing to return to America when the tragedy occurred.

Film Stars Face U.S. Wrath.



Film stars may be able to smile out of many difficulties, but on the real stage at Los Angeles, before a Federal Grand Jury, where they were called to answer charges of falsifying their income tax returns. They paid the fines in addition to making good the deficiencies and paying penalties double the amounts involved. Among those who pleaded were (upper left) Dorothy Sebastian (right) Eleanor Boardman. Others named include (lower) Dorothy Mackall, Corinne Griffith.

Uncle Sam's New Cruiser.



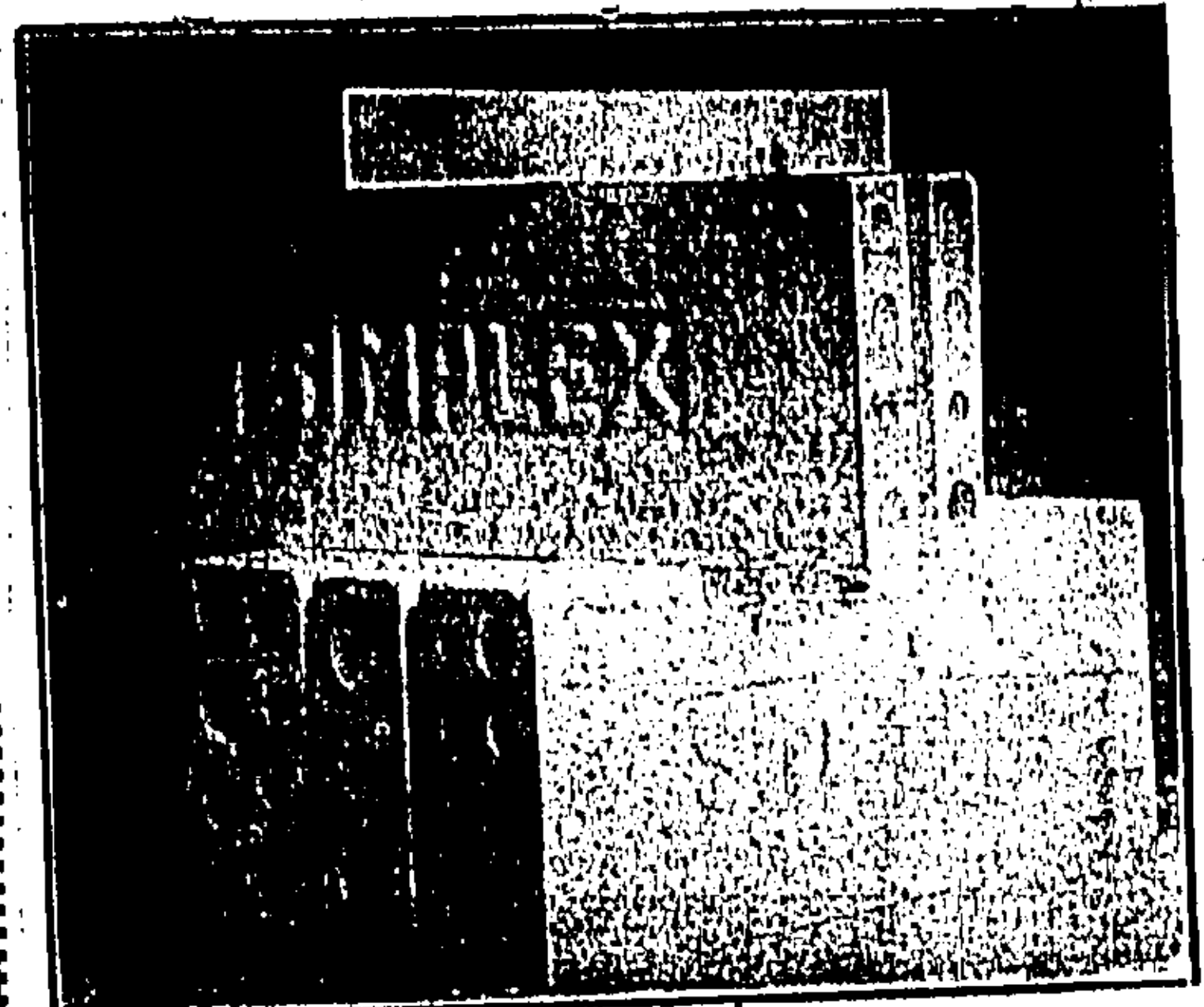
A view of the U.S.S. Pensacola, Uncle Sam's newest 10,000-ton cruiser, pictured from the Manhattan Bridge, as she steamed out of New York to begin a series of speed, stability and gun tests. The Pensacola, the first of the vessels to be built under the Washington naval agreement, is in command of Captain Alfred G. Howe.

Easter Service on Pittsburgh.



A successful Easter Service was held on board the U.S.S. Pittsburgh. The Service was conducted on the deck before a large gathering. The members of the Girls' Glee Club of the Shanghai American School were present to furnish special music for the occasion.—(Ah Fong).

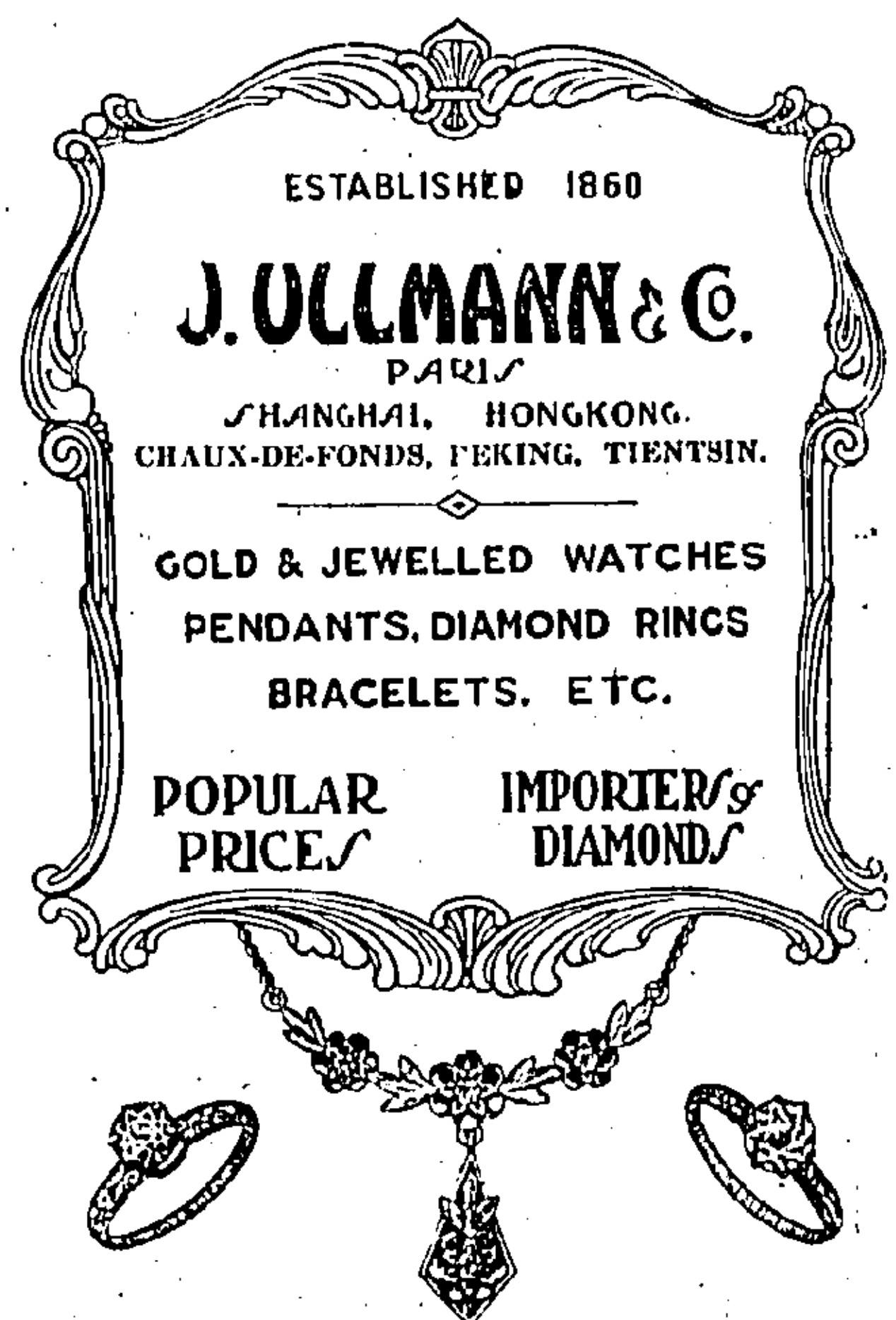
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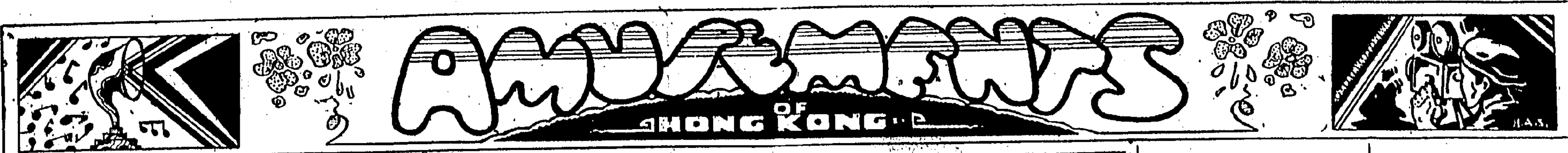
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## MOVIELAND

## The Week's Films At A Glance

## QUEEN'S THEATRE

Daily at 2.30, 5.10, 7.15 &amp; 9.20

To-day to Tuesday:—"They Had to See Paris" Will Rogers' initial all talking picture that will make you acquainted with Paris.

Wednesday to Saturday:—"Ruth Chatterton and Lewis Stone in 'Madame X' a picture that is without doubt the finest and most moving drama that has come to the all-talking screen.

## WORLD THEATRE

At 2.30 &amp; 7.15 ..... Interpreter

At 5.15 &amp; 9.20 ..... Orchestra

To-day and To-morrow:—"His Lucky Day," Reginald Denny's new picture that is packed with laughs and action.

Tuesday and Wednesday:—"Wickedness Preferred," A comedy of matrimonial affairs. With Lew Cody and Allen Pringle. Thursday to Saturday:—"John Gilbert and Renee Adoree in a glittering romance of the nomads, 'The Cossacks'."

## STAR THEATRE

Special Matinees on Saturday and Sunday at 2.30 p.m.

Daily at 5.30 and 9.20

To-day and To-morrow:—"Rex Bell with Lola Todd in 'Taking a Chance' a colourful story of the romantic west."

Tuesday and Wednesday:—"The Midnight Rose," a pleasing combination of romance, mystery and thrills. With Kenneth Harlan and Lya de Putti.

Thursday to Saturday:—"Ronald Colman in 'The Rescue,' a magnificent screen version of Joseph Conrad's famous story of adventure in the Java Seas."

## WILL ROGERS USED HIS WITS AND TRICK LARIAT TO WIN FAME.

Many and varied are the stories related of Will Rogers and especially as to how he came to do his talking act in vaudeville which, later, became of international interest and entertainment.

The real truth of the matter is that Will Rogers practically invented it. When he left his native Oklahoma, where he enjoyed a tremendous reputation as a rider and ropper, he essayed vaudeville and his offering consisted of roping, and talk. His company included Buck McKee and a cow pony.

The big punch in the act came near the final when Buck rode his steed full tilt at Rogers and Will roped the horse's legs individually and collectively, winding up by dexterously tying Buck to the pony's off front leg.

Will had a clever way of getting out of a jam when he missed the trick, intentionally, or by design, covering up by saying "that's the wrong way, now I'll show you the right way." This was always good for a laugh.

Gradually, Will added a few asides and eventually began to inject comment on local and national topics which he gleaned from the press between shows.

His witty drolleries soon made him one of the outstanding figures in vaudeville and later he was induced to join Ziegfeld's Follies, with which he was featured season after season.

Rogers portrays the character of Pike Peters in "They Had to See Paris," his first all talking picture for Fox Movietone, screen directed by Frank Borzage and stage directed by Bernard Steele. The production is being shown at the Queen's Theatre.

Polly Moran has been paired with the buxom Marie in a number of productions, including "The Hollywood Revue of 1929," "Callahan and the Murphys," "Dangerous Females" and "Bringing Up Father." She also appeared recently in "Unholy Night."

"I'm Penamitlic" in Cliff (Ukulele Ike) Edwards' latest songful plaint. He sings the novelty number in "Good News" which Metro-Goldwyn-Mayer is filming from the collegiate stage hit.

## "MADAME X" TELLS GRAPHIC STORY IN STIRRING ALL-TALKING FILM.

"Madame X," famous stage play, vehicle for Sarah Bernhardt, for Pauline Frederick, for Dorothy Donnelly and many other famous actresses, is now to be shown at the Queen's Theatre in its ultra modern form, as Metro-Goldwyn-Mayer's latest all-talking drama of the screen.

With Ruth Chatterton, celebrated stage star, in the title role, and directed by Lionel Barrymore, erstwhile stage idol, and lately turned film director, the play, while it tells the same graphic story as the older stage version, is produced on ultra modern lines, with rapid-fire action and dialogue worked out for the screen by Willard Mack.

The new picture is gorgeously staged, locales all over the world being shown in its swift action, and one of the most notable casts of former stage celebrities ever assembled for the screen drama, appears.

Lewis Stone plays the husband, and Raymond Hackett, of "The Trial of Mary Dugan" fame, the son and attorney for the defense. Richard Carle, old-time Broadway star and now a screen player, Mitchell Lewis, Eugene Bessner, Holmes Herbert, Ullric Haupt, Sydney Toler, and many other are in the cast.

The play opens in Paris, and then follows the tragic "Madame X" in her dramatic wanderings to China, the Islands, South America and other colourful locales, showing in vivid and terrible fashion her slow degradation, until she reaches the depths of despair where she commits murder.

It is Barrymore's first directorial effort with a feature length drama, and follows his recent sensational success, "Confession." Carroll Byrd, who played in the former pictures, incidentally, plays in "Madame X," and Hackett, who plays the youthful attorney, once supported Barrymore on the stage in "The Copperhead."

The construction of the modernized version is a clever mingling of screen and stage technique. The dialogue is handled much after the stage fashion, but the plot and movement is based entirely on the swift action of the silent picture. For the first time "closeups" and other devices of the silent screen have been successfully used in the talking drama, unique effects thus being worked out.

## LEARN

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## TALKIES

## SEE

## THE SPECIAL

## INSTRUCTIVE

## CARTOON

## EXPLAINING THE

## EVOLUTION OF

## THE TALKING FILM.

## ELLIOTT NUGENT ADDED TO "ROMANCE" CAST.

Elliott Nugent, who recently played in "Father's Day" and "Not So Dumb," will portray the youthful lover in the prologue and epilogue scenes of "Romance," Greta Garbo's new Metro-Goldwyn-Mayer talkie. Clarence Brown is directing with Gavin Gordon, Lewis Stone, Florence Lake, Matilda Conant, Henri Armatta and Clara Handrick in the supporting cast.

**SEE QUIETEN'S WEAR**

**TO-DAY TO TUESDAY**

WILL ROGERS, world's most natural talking picture actor, makes WHOOPEE in Gay PAREE!

**ALL TALKING Fox Movietone Comedy Drama**

**They had to SEE PARIS**

The Celebrated Humorist in His Speaking Screen Debut as Oklahoma Millionaire Who Tries to Mix Crude Oil and French Cognac....

**INSTRUCTIVE SPECIAL CARTOON**

**Directed by Frank Borzage**

## WEDNESDAY TO SATURDAY



"I have sinned... but who among us can say he is without sin..."

# Madame X

YOU'LL BE SWEPT OFF YOUR FEET BY THIS MOVING DRAMA OF A WOMAN IN A WORLD OF MEN

Ruth Chatterton gives the greatest performance of her career in the sensational portrayal of MADAME X

RUTH CHATTERTON  
LEWIS RAYMOND  
STONE HACKETT

A Metro-Goldwyn-Mayer  
**ALL TALKING**  
PICTURE



## "TAKING A CHANCE."

Stirling Western Star is Rex Bell.

A trained "skunk" proved more effective than a six shooter!

This is demonstrated by Rex Bell in his latest Fox Film's thriller, "Taking a Chance."

Rex, in the story, is a stranded cowboy actor who hitches his star to a preacher only to find that preaching the gospel in a hard-boiled cow-town is not all that it is cracked up to be.

But Rex has his bag of tricks. When his guns fall him he takes his last stand. And that is his trained animal, with the ferret nose and white tipped tail. And lo, the bad men scatter in all directions.

That is just one of the humorous situations in "Taking a Chance," one of the fastest-moving western dramas, filled with action, which opens at the Star Theatre to-day.

Playing opposite Bell in the leading feminine role is lovely Lola Todd, and others included in the cast are Richard Carlyle, Jack Henderson, Jack Bryon, Martin Clichy and little Billy Watson.

## "THE MIDNIGHT ROSE."

Colourful Story of Gold Coast.

J. Alexander, author of the Universal picture "Midnight Rose," which will open at the Star Theatre on Tuesday with Lya de Putti and Kenneth Harlan in the leading roles, lived in the actual locale of his story. The atmosphere of the pen picture, laid on the Gold Coast, is highly colourful and the two leading characters are strongly etched against the degrading influences about them.

Miss de Putti is a cabaret dancer with all the tremendous longing for night life which creeps insidiously into the blood, while Kenneth Harlan is a criminal who reforms and works to bring the girl out of the slough.

James Young directed "The Midnight Rose," adding to it many deft touches from his long field of experience. The supporting cast includes Lorimer Johnston, "Gunboat" Smith, Wendell Franklin and Frank Brownlee.

## "THE RESCUE."

Screen Version of Joseph Conrad Novel.

STARRING RONALD COLMAN.

Using Joseph Conrad's masterpiece, "The Rescue," as the vehicle for his first appearance as an individual star for Samuel Goldwyn, Ronald Colman will appear before his public in a new light when "The Rescue" comes to the Star Theatre on Thursday. The hero of "Beau Geste" and "Two Lovers" now has a role of the sea in a desperate intrigue among the natives of the Malay archipelago. Herbert Brenon, the same director who made Colman in "Beau Geste" wielded the megaphone for this United Artists picture, and Lily Damita, Samuel Goldwyn's new French find, plays opposite Colman as the beautiful Mrs. Travers.

There is every opportunity for beauty of setting and matchless drama in the plot of "The Rescue." In the midst of Captain Tom Lingard's lawless affair of honour involving the throne of a Malayan prince, plundered an English yacht, fatefully stranded in the midst of what was to be the dark theatre of war. Of the three passengers, only the owner's wife understood the situation—and Lingard. On him fell the decision—to save their lives and ruin his enterprise, or let the natives have their way with them and fulfill his debt to the Malayan Prince.

## PRIOR ADDED TO PRISON PICTURE.

Herbert Prior, well known character actor of the screen, has been added to the cast of "The Big House," Metro-Goldwyn-Mayer's drama of prison life. He plays the penitentiary physician in the hospital scenes with Chester Morris, which lead up to the latter's escape from prison.

Prior is noted for his work as the college professor in "The Duke Steps Out," in "All at Sea" and in other character roles of the screen.

George Hill is directing the new production, from an original story and dialogue by Frances Marion. Wallace Berry, Chester Morris, Robert Montgomery, Lella Hyams, Lewis Stone, Karl Dane and others of note are in the cast.

## REGINALD DENNY IN NEW SCREEN COMEDY.

A New Reginald Denny photo-comedy is at the World Theatre and advance reports indicate that it is the most hilarious of that comedian's long list of screen farce-comedies. It is entitled "His Lucky Day," and was made for Universal under the direction of Eddie Cline, reputed past master of fun films. It is from an original story by John B. Clymer and Gladys Lehman, veteran photo-dramatists.

Denny plays the role of a young real estate dealer who tries to sell two adjoining mansions to his sweetheart's father. The old man is to live in one of them. The other is for—well, give a guess. Instead, the prospective father-in-law only rents one of the houses. A gang of society crooks rent the other. Then the trouble begins, especially when the crooks single out their wealthy neighbour for their depredations, with Denny catching Hall Columbia from all sides. But the girl, played by pretty Lo Rayno Du Val, is worth fighting for, so Denny pitches in, bring the crooks to justice, saving the girl and, by a clever twist, jockeying her father into the purchase of the twin homes.

In the supporting cast are such popular players as Otis Harlan, Eddie Phillips, Cissy Fitzgerald, Harvey Clark and Tom O'Brien. The screen farce is thus unusual in having three well known comedy stars teamed up, Denny, Harlan and Cissy Fitzgerald. Tom O'Brien also contributes a large share of the humour.

Lo Rayno Du Val, the heroine, is playing her first important screen role in this comedy. She is heralded as a great motion picture "find" because of her good looks and acting ability.

## "WICKEDNESS PREFERRED."

Another Fine Comedy For Star.

Lew Cody and Allen Pringle, who have already made fame for themselves as a co-starring team in such comedies as "Adam and Evil" and "Too Far Three," garner fresh laurels in "Wickedness Preferred," their co-starring production, which may be seen at the World Theatre on Tuesday and Wednesday.

Lew is seen in the role of an author who writes his own adventures from data gathered from encyclopedias. Allen plays the role of the wife who takes dictation, looks up the data for Lew's lies and recognises in him a soul hungry for romance but unable to live up to his self-created reputation as explorer and adventurer.

Bert Roach is seen as the lazy and fat husband of Mary McAllister, who is a furious flapper, head-over-heels in love with the novelist whom she accepts as the daring hero he has depicted himself in his thrillers of life in the South Seas.

George K. Arthur does good work, though his role is small, being that of a male gossip at a celebrated and fashionable seaside resort, where the two married couples meet.

## THRILLING ROMANCE

John Gilbert in "The Cossacks."

Cossack riders, brought from Europe, staging such thrills as leaping on galloping horses with sabers clutched in their teeth, forming human pyramids while galloping at breakneck speed, thrilling battles between Cossacks and Turks, waged during wild gallops, and other strange thrills of horsemanship mark "The Cossacks," John Gilbert's Metro-Goldwyn-Mayer vehicle, which comes to the World Theatre on Thursday. It is, perhaps, one of the most interesting pictures ever seen in Hong Kong.

Gilbert plays a swashbuckling Cossack soldier in a vivid adventure and romance during the Turkish wars, with Renee Adoree as his sweetheart, a peasant girl, and Ernest Torrence as his father, a fighting Cossack chieftain. Mary Alden, Nell Neely, Dale Fuller, Josephine Dorio, Paul Hurst and others of note are in the huge cast.

A great Turkish fort and nearly a mile of rocky crags are among other huge construction feats in the making of the picture which is one of the largest and most elaborate in the history of the studio. John Gilbert and Renee Adoree, the central figures of "The Big Parade," have much the same relationship in the new story, which, under all the surge and thunder of battle, centres on the love affair of the boy and girl.



COMING!

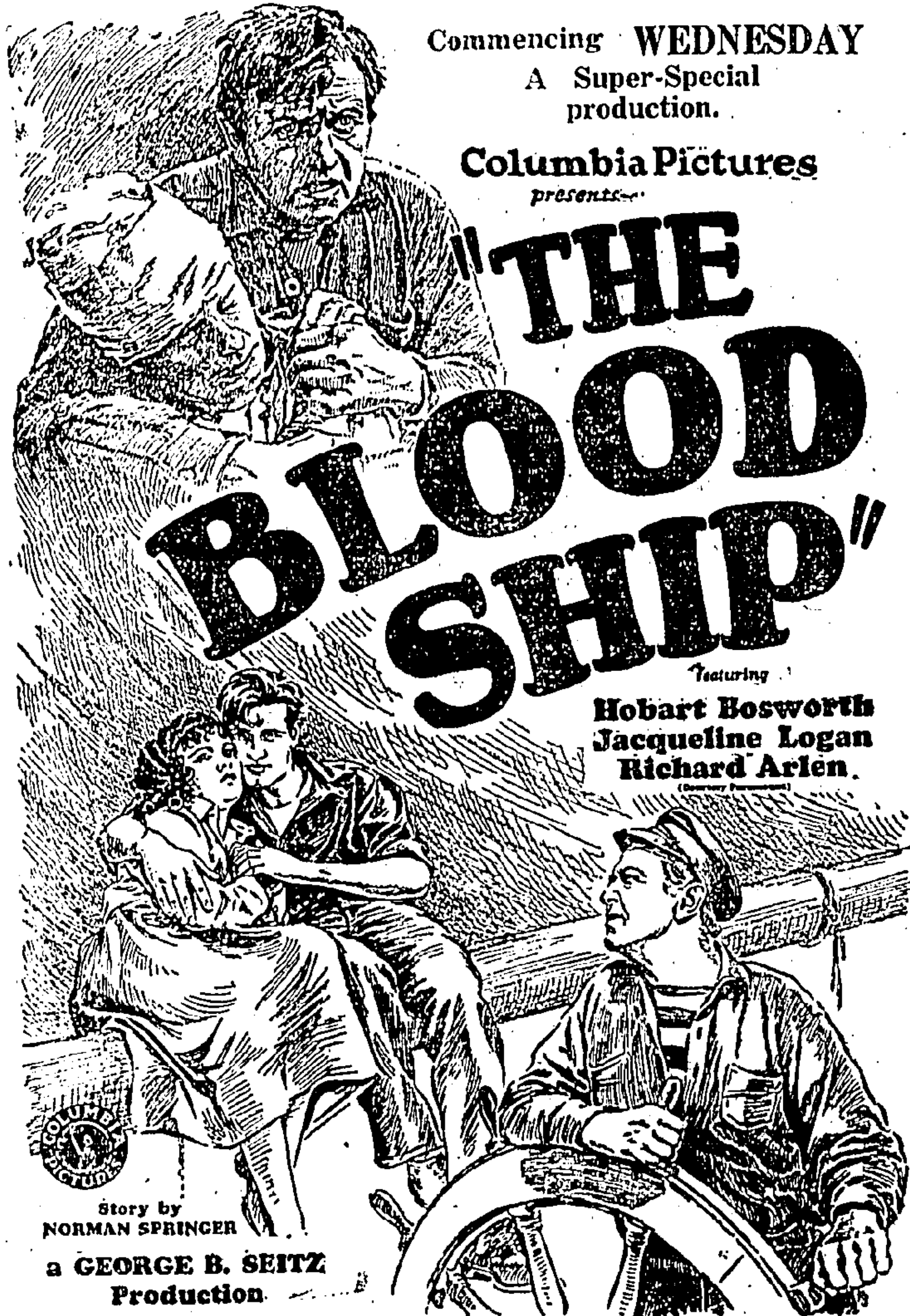


COMING!

TO-DAY TO  
TUESDAYELAINE  
HAMMERSTEIN

in

## "PARISIAN NIGHTS"

Commencing WEDNESDAY  
A Super-Special  
production.Columbia Pictures  
presents"THE  
BLOOD  
SHIP"Featuring  
Hobart Bosworth  
Jacqueline Logan  
Richard Arlen.Story by  
NORMAN SPRINGER  
a GEORGE B. SEITZ  
Production

If you thrill to real, unalloyed drama; respond to romance; hold your breath at tense action; enjoy your motion pictures if they take you away from yourself to a world of illusion — you will do all these things when you see "The Blood Ship"—the mightiest and sensational of all dramas of the sea. Never have you seen a picture of men and boats that has equalled "The Blood Ship." It has a compelling theme that will hold you as in a vice.

## Billie DOVE

more beautiful  
than the rarest  
flower!

COMING!

with  
LLOYD  
HUGHES.

A breezy, brisk, romance of a beautiful girl who mistook glitter for gold in her search for a husband. You'll sigh a little — cry a little — laugh a lot! It's beautiful Billie Dove's most delectable dish of screen entertainment!

First  
National  
PicturesFrom the  
Saturday  
Evening Post  
Story  
by W. Irwin

## AMERICAN BEAUTY

## SEA DRAMA.

A Maniac Captain and a  
Shanghai Crew.

"The Blood Ship," Columbia Pictures' great sea special, which comes to the Majestic Theatre on Wednesday, revives the romance of the bygone days of clipper ships, when these speedy vessels carried the flag of the United States, merchant marine to the four corners of the world—and the captain was monarch of his domain.

Adapted from Norman Springer's novel of the same name, "The Blood Ship" scenes are laid along the water-front of San Francisco in the early '80s, in a sailors' lodging house run by "The Knitting Swede" (a real character who lived in San Francisco in those days), and on board the old clipper ship "The Golden Bough."

To give the required realism in setting, the clipper ship "Bohemia" was rented by Columbia Pictures, rechristened "The Golden Bough," for purposes of the picture, and provided the setting for the crew's mutiny, a memorable battle on shipboard, and other highlights of the plot. "The Bohemia" is a real clipper ship, having been built in 1876, at Bath, Me., by the firm of Houghton Brothers & Co. For 20 years she was engaged in inter-coastal freighting between Atlantic and Pacific coast ports, and later became a carrier for the Alaska Packers Association. She has had a notable career on the seas, and in a good example of the speedy and handsome clipper ship era the romantic period it was.

"The Blood Ship" was produced by Columbia Pictures at a cost

## TAKE A "LICKING."

Fred Kohler, who plays the bucko mate in "The Blood Ship," the Columbia sea feature which comes to the Majestic Theatre on Wednesday, adds another screen defeat to the long list he has already chalked up. In this drama he comes to his end at the hands of one of the shanghai sailors after a career of brutality and bloodshed as the right-hand man of the skipper, "Black Yankee" Swope. Kohler says he has been in every conceivable kind of scrap in film productions, and that in all of his film battles he has been victorious once.

Chappell Donsett's varied experience in many fields provides the background for his portrayal of the role of Reverend Richard Denker in "The Blood Ship," Columbia Pictures' sea feature, which comes to the Majestic Theatre on Wednesday. Mr. Donsett has been on the stage, sung in light opera, has been a film actor, assistant director, stage manager, business manager, and studio manager, a banker and an interpreter. He is a veteran of the World War, a keen student of foreign affairs, and a writer.

of a quarter million dollars, and was directed by George B. Seitz. The cast is headed by Hobart Bosworth, who plays the role of James Newman. Jacqueline Logan in cast as the heroine, Mary; Richard Arlen (courtesy Paramount) is the juvenile lead and Mary's sweetheart. The supporting players include Walter James, Fred Kohler, James Bradbury, Sr., Arthur Rankin, Syd Crossley, Frank Hemphill, Chappell Donsett and Blue Washington.

## LONE GIRL.

On Hell Clipper With  
Brute Crew.

One lone woman on a ship crowded with the sloth and jettison of the San Francisco waterfront! A single rose in a garden of vicious weeds!

How many girls would care to be placed in such a position?

Yet there are many who would quickly raise their hands in assent and be glad of the opportunity. Jacqueline Logan was, when offered the part of Mary in "The Blood Ship," the poignant drama of the sea which Columbia Pictures has made from Norman Springer's novel of the same name. And that in spite of the fact that her role was the only feminine one in the cast!

When Miss Logan was told she would have to put to sea in an old clipper ship, with only men as her companions, did she complain? She did not!

Miss Logan, in spite of her youth, is one of the best troops in the business. Always she is smiling, cheerful and ready for work at the needed moment. When the word came she set sail out of San Francisco aboard the good ship "Golden Bough," commanded by "Black Yankee" Swope, the most brutal captain that ever walked a deck, with a lot of shanghai sailors as her only companions.

Out of the vast reaches of the Pacific there were re-created the exciting scenes that Mr. Springer crowded into his thrilling novel. The result, a production to impress even the most callous, which comes to the Majestic Theatre, on Wednesday.

Hobart Bosworth heads the cast of "The Blood Ship." Co-featur-

## NORMAN SPRINGER.

"The Blood Ship," Columbia Pictures' tale of the sea, showing on Wednesday at the Majestic Theatre, was adapted from the novel of that name by Norman Springer. Mr. Springer is widely known for his novels and newspaper articles. He was born in Canada and received his education in San Francisco. At the age of sixteen he ran away to sea and was on shipping vessels for seven years, and in the navy four years. About twelve years ago Mr. Springer took up writing as a vocation. His novels, "Fire Mountain" and "The Blood Ship," have been extremely popular. He contributes regularly to the popular magazines.

ed with Mr. Bosworth and Miss Logan is Richard Arlen, who plays the part of John Shreve, Mary's sweetheart. Mr. Arlen, who is a Paramount star, received permission from his company to appear in this Columbia feature. Others in the large cast are Walter James, Arthur Rankin, who plays the pathetic role of Nils (the Swedish boy whose brutal treatment at the captain's hands speeds the drama to a startling climax), Fred Kohler (an mate), James Bradbury, Sr., Syd Crossley, Chappell Donsett and Blue Washington.

An outstanding bit of characterization is that given by James Bradbury in his role of "The Knitting Swede," a notorious waterfront crip of the early '80s.

George B. Seitz is responsible for direction of "The Blood Ship." He will be remembered for his memorable handling of "The Vanishing American."

## BILLIE DOVE.

Makes Her Bow as a  
Comedienne.

Beautiful Billie Dove gets her first chance to display her talents as a comedienne in First National's "American Beauty," her latest starring production which comes to the Majestic Theatre shortly.

Although "American Beauty" has many serious moments and touches of pathos, it is handled mainly in a vein of whimsical comedy, and Miss Dove was delighted at the opportunity to depart from the more conventional dramatic roles in which she has been so frequently cast during her screen career.

"American Beauty" really could not help being mostly comedy considering the fact that it is based on a short story by Wallace Irwin, one of the foremost humorous writers.

Lloyd Hughes plays the masculine lead opposite Miss Dove with a strong cast in support. It is a Richard Wallace production.

## CAST OF CELEBRITIES.

An unusually large cast of well-known film players will be seen when "American Beauty," First National's latest picture starring Billie Dove, opens its engagements shortly at the Majestic Theatre. Opposite Miss Dove is Lloyd Hughes, screen favorite of many pictures. Walter McGrath and Margaret Livingston have prominent parts, and in supporting roles are Lucien Prival, Al St. John, Edythe Chapman, Alice White, Yola d'Avril, Loretta Young.

## LIFE ON CLIPPER REVIVED.

Life aboard a clipper ship, such as pined the seas more than a hundred years ago, is lived in all its brutal and elemental reality in "The Blood Ship," Columbia Pictures' mighty drama of the sea which comes to the Majestic Theatre on Wednesday.

The picture throbs with scenes of poignant anguish, the cruelty of a traditional man-handling skipper being contrasted with the sweet, haunting romance of a lovely young girl and a two-faced sailor lad. "The Blood Ship" is a picturization of Norman Springer's novel of the same name.

The splendid cast, which gives marvellous characterizations, is headed by Hobart Bosworth, Jacqueline Logan and Richard Arlen, the latter appearing through courtesy of Paramount Famous Players, to whom he is under contract. George B. Seitz directed the production.

Jacqueline Logan and Richard Arlen, who play featured roles in "The Blood Ship," the Columbia sea drama coming to the Majestic Theatre on Wednesday, both came from the ranks of newspaperdom to the motion picture field. Miss Logan studied journalism at Colorado College, and was later a member of the staff of the Colorado Springs Gazette, and of the Scottsbluffs Republican in Scottsbluffs, Neb. Then she came to New York and to the stage. Richard Arlen worked on the Duluth News-Tribune in Duluth, Minn., as a sportswriter before Miss Logan entered the theatrical field.

'AMERICAN BEAUTY.'  
Handsome Leading Man  
Opposite Billie Dove.

Lloyd Hughes will be seen as leading man with the charming star, Billie Dove, for the third time in six months in "American Beauty," the First National picture coming to the Majestic Theatre shortly a Richard Wallace production.

So popular have these two players been in their last two pictures that a third vehicle together was almost inevitable.

Their first picture in common—which also was Miss Dove's first picture for First National—was "An Affair of the Follies."

Following this came "The Stolen Bride," an original story, by Carey Wilson, directed by Alexander Korda.

Now they are found in an entirely different locale in "American Beauty," a humorous and somewhat watery story of a beautiful young girl attempting to conceal the fact that she is not wealthy by various subterfuges.

In support of these popular players is a large cast including Walter McGrath, Margaret Livingston, Lucien Prival, Al St. John, Edythe Chapman, Alice White, Yola d'Avril and others.

Richard Wallace directed "American Beauty" from an adaptation of Wallace Irwin's short story of the same name. Carey Wilson both adapted and produced the picture.



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the trouble of writing Home.*

A serious complaint by the Chinese Customs as to the alarming growth of smuggling from Hong Kong to Kwangtung ports is reported in the *OVERLAND CHINA MAIL*. The Customs add that unless some improvement in the situation can be effected, steps must be taken to tighten up the preventive system on vessels sailing out of Hong Kong.

The gruesome murder of a Buddhist priest in Kowloon, and the vital importance of two teeth found in the man's flat, form the subject of an interesting trial, which is fully reported in the *OVERLAND CHINA MAIL*. In the course of cross-examination, Mr. Jenkin, who appears for the defence, made some startling suggestions of laxity in Police methods.

Defalcations to a very considerable extent, by the late secretary of the Humphreys Estate and Finance Company, Ltd., were referred to at the annual meeting of shareholders. A sum of \$135,000, it was said, had been set aside to a special reserve for defalcations, besides an *ex gratia* payment of \$15,000 by the Directors of the Managing Company. A full account appears in the *OVERLAND CHINA MAIL*.

Confusion and comment arising out of the change-over from manual to automatic telephones was general during the first day or two's working of the new system. The difficulties met with by the Telephone Company are tersely dealt with in the *OVERLAND CHINA MAIL*.

In Northern China, Yen Hsi-shan, the "mystery man" has at last definitely thrown in his lot with Feng Yu-hsiang and Wang Ching-wei. The three have issued a manifesto in which Wang is appointed head of a new "government" to be established in Peking, with Yen as his chief co-adjutant, and Feng as the military leader. Marshal Chiang Kai-shek, at Nanking, is reported to be planning an extensive campaign to put down this movement. Full dispatches appear in the *OVERLAND CHINA MAIL*.

*OVERLAND CHINA MAIL* sport experts, as usual, contribute special features, this week's issue containing a full account of the opening of the local lawn bowls season, and also descriptions and results of the Hong Kong Military Areas, St. Joseph's College, and Sacred Heart School sports, besides the usual tennis, cricket, and football articles.

There is no phase of the life of the Colony or of China that does not receive attention in the *OVERLAND CHINA MAIL*—the weekly paper that **YOU MUST ORDER NOW**.

Letters to relatives and friends in the United States and Canada testify to the keen pleasure and interest its weekly arrival brings. For your folks at Home to receive this weekly budget, or to keep your own copy, is a kindly thought, therefore, to ensure that these come from the Colony, or folks at Home, should have an unfailing supply of *Hong Kong and Chinese news every week*—by means of a subscription to the "Overland China Mail."

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**"THE OVERLAND CHINA MAIL."**

**FIFTH EXTRA RACE  
MEETING.**

**LIST OF ENTRIES AND  
HANDICAPS.**

The following is a list of the entries and handicaps at the Fifth Extra Race Meeting of the Hong Kong Jockey Club, to be held on May 17:—

**Pineapple Plate—Six Furlongs.**  
Nationalist II, Fifty Fifty, Marquis Hall, Young Pretender, Imperial Hall, Town Hall, Shiny Pearl, Cream Cracker, Chesapeake Bay, Fair Sport, Blue Boy, One Third, The Partridge, Monterey Bay, San Francisco, Abel, Christmas Belle, Winsome Stag, Silver Queen, King's Counsel, Poppercorn, Good and Hot, Gay Caballero.

**Substitute Stakes—One Mile.**  
November, Christmas Frolic, Piccadilly, Monterey Bay, Royal Flush, Four Clubs, Windsor Stag, King's Counsel.

**Fataunum Plate—One Mile.**  
Pecy, Peter Guernsey, Iron Blood, Snarell, Thracian, Thunderbolt, Duke of Normandy II, Duke of Milan, Ah Suen, Sixty, Cream Cracker, Happy Day, Zephyr, Skinfaxi, Loch Ceran, Loch Pyno, Done Again, Ugly Eyes, The Ptarmigan, Sonny Boy, Teuchit, Shanghai Beau, Hong Kong Beau and Monk.

**Customs Handicap—"A" Class.**  
Zorhan, Carnival Eve, New Year's Eve, Christmas Chimes, Duke of Chantilly, Chesapeake Bay, Nationalist II, Pickle, Piccadilly, Windsor Stag, Winsome Stag.

**Customs Handicap—"B" Class.**  
O Moon, Four Clubs, Fair Sport, San Francisco, Fifty Fifty, Silver Queen, Witty Stag, Grand Tattoo Eve, Monterey Bay, Young Pretender, Christmas Frolic, Mike, Three Clubs, Orlando, Blue Heaven, Poppercorn, Marquis Hall, One Third, Good and Hot, Blue Boy, Imperial Hall, Gay Caballero, Town Hall, November, Customs Handicap—"C" Class.

**King's Counsel, Skinfaxi, Armory, Tarnburg, Spice, Abel, Christmas Belle, Tango, Third Day, Lightning, Cream Cracker, The Pheasant, Empress Hall, Sunning.**

**Dono Again, Neukhail, Serenado, Monk, Shiny Pearl, Duce, Duke of Normandy II, Camphor, Huntington, Glory, Thunderbolt, The Partridge, Billiards, Amusement Tax, Pecy, Zephyr.**

**Customs Handicap—"D" Class.**  
The Ptarmigan, Ching Hoi, Silver Dragon, Teuchit, Ah Suen, Sixty, Hong Kong Beau, Lonesome Night, Chess Hall, Ostris, May, Fair Eyes, Baby Face, Blooto, Bon Ami, Catalan, Jade, King's Counsel, Mountain Oak, Siamese Shop, Tighto.

**Lead Mine Handicap—"A" Class.**  
Zorhan, Carnival Eve, New Year's Eve, Christmas Chimes, Nationalist II, Peterkin, African Eve, Pickle, Piccadilly, Windsor Stag, Winsome Stag, Lead Mine Handicap—"B" Class.

**O Moon, Four Clubs, Fair Sport, Fifty Fifty, Grand Tattoo Eve, Silver Queen, Christmas Frolic, Three Clubs, Orlando, Poppercorn, Marquis Hall, One Third, Good and Hot, Blue Boy, Imperial Hall, Gay Caballero, Town Hall, November, Customs Handicap—"C" Class.**

**King's Counsel, Skinfaxi, Armory, Tarnburg, Spice, Abel, Christmas Belle, Tango, Third Day, Lightning, Cream Cracker, The Pheasant, Empress Hall, Sunning.**

**Dono Again, Neukhail, Serenado, Monk, Shiny Pearl, Duce, Duke of Normandy II, Camphor, Huntington, Glory, Thunderbolt, The Partridge, Billiards, Amusement Tax, Pecy, Zephyr.**

**Customs Handicap—"D" Class.**  
The Ptarmigan, Ching Hoi, Silver Dragon, Teuchit, Ah Suen, Sixty, Hong Kong Beau, Lonesome Night, Chess Hall, Ostris, May, Fair Eyes, Baby Face, Blooto, Bon Ami, Catalan, Jade, King's Counsel, Mountain Oak, Siamese Shop, Tighto.

**Lead Mine Handicap—"A" Class.**  
Zorhan, Carnival Eve, New Year's Eve, Christmas Chimes, Nationalist II, Peterkin, African Eve, Pickle, Piccadilly, Windsor Stag, Winsome Stag, Lead Mine Handicap—"B" Class.

**O Moon, Four Clubs, Fair Sport, Fifty Fifty, Grand Tattoo Eve, Silver Queen, Christmas Frolic, Three Clubs, Orlando, Poppercorn, Marquis Hall, One Third, Good and Hot, Blue Boy, Imperial Hall, Gay Caballero, Town Hall, November, Customs Handicap—"C" Class.**

**King's Counsel, Skinfaxi, Armory, Tarnburg, Spice, Abel, Christmas Belle, Tango, Third Day, Lightning, Cream Cracker, The Pheasant, Empress Hall, Sunning.**

**Dono Again, Neukhail, Serenado, Monk, Shiny Pearl, Duce, Duke of Normandy II, Camphor, Huntington, Glory, Thunderbolt, The Partridge, Billiards, Amusement Tax, Pecy, Zephyr.**

**Customs Handicap—"E" Class.**  
The Ptarmigan, Ching Hoi, Silver Dragon, Teuchit, Ah Suen, Sixty, Hong Kong Beau, Lonesome Night, Chess Hall, Ostris, May, Fair Eyes, Baby Face, Blooto, Bon Ami, Catalan, Jade, King's Counsel, Mountain Oak, Siamese Shop, Tighto.

**Lead Mine Handicap—"A" Class.**  
Zorhan, Carnival Eve, New Year's Eve, Christmas Chimes, Nationalist II, Peterkin, African Eve, Pickle, Piccadilly, Windsor Stag, Winsome Stag, Lead Mine Handicap—"B" Class.

**O Moon, Four Clubs, Fair Sport, Fifty Fifty, Grand Tattoo Eve, Silver Queen, Christmas Frolic, Three Clubs, Orlando, Poppercorn, Marquis Hall, One Third, Good and Hot, Blue Boy, Imperial Hall, Gay Caballero, Town Hall, November, Customs Handicap—"C" Class.**

**King's Counsel, Skinfaxi, Armory, Tarnburg, Spice, Abel, Christmas Belle, Tango, Third Day, Lightning, Cream Cracker, The Pheasant, Empress Hall, Sunning.**

**Dono Again, Neukhail, Serenado, Monk, Shiny Pearl, Duce, Duke of Normandy II, Camphor, Huntington, Glory, Thunderbolt, The Partridge, Billiards, Amusement Tax, Pecy, Zephyr.**

**Customs Handicap—"D" Class.**  
The Ptarmigan, Ching Hoi, Silver Dragon, Teuchit, Ah Suen, Sixty, Hong Kong Beau, Lonesome Night, Chess Hall, Ostris, May, Fair Eyes, Baby Face, Blooto, Bon Ami, Catalan, Jade, King's Counsel, Mountain Oak, Siamese Shop, Tighto.

**Lead Mine Handicap—"A" Class.**  
Zorhan, Carnival Eve, New Year's Eve, Christmas Chimes, Nationalist II, Peterkin, African Eve, Pickle, Piccadilly, Windsor Stag, Winsome Stag, Lead Mine Handicap—"B" Class.

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**Customs Handicap—"D" Class.**  
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MORE THAN A TOOTH PASTE—IT CHECKS PYORRHEA

**PASSENGER LIST**

**DEPARTURES**

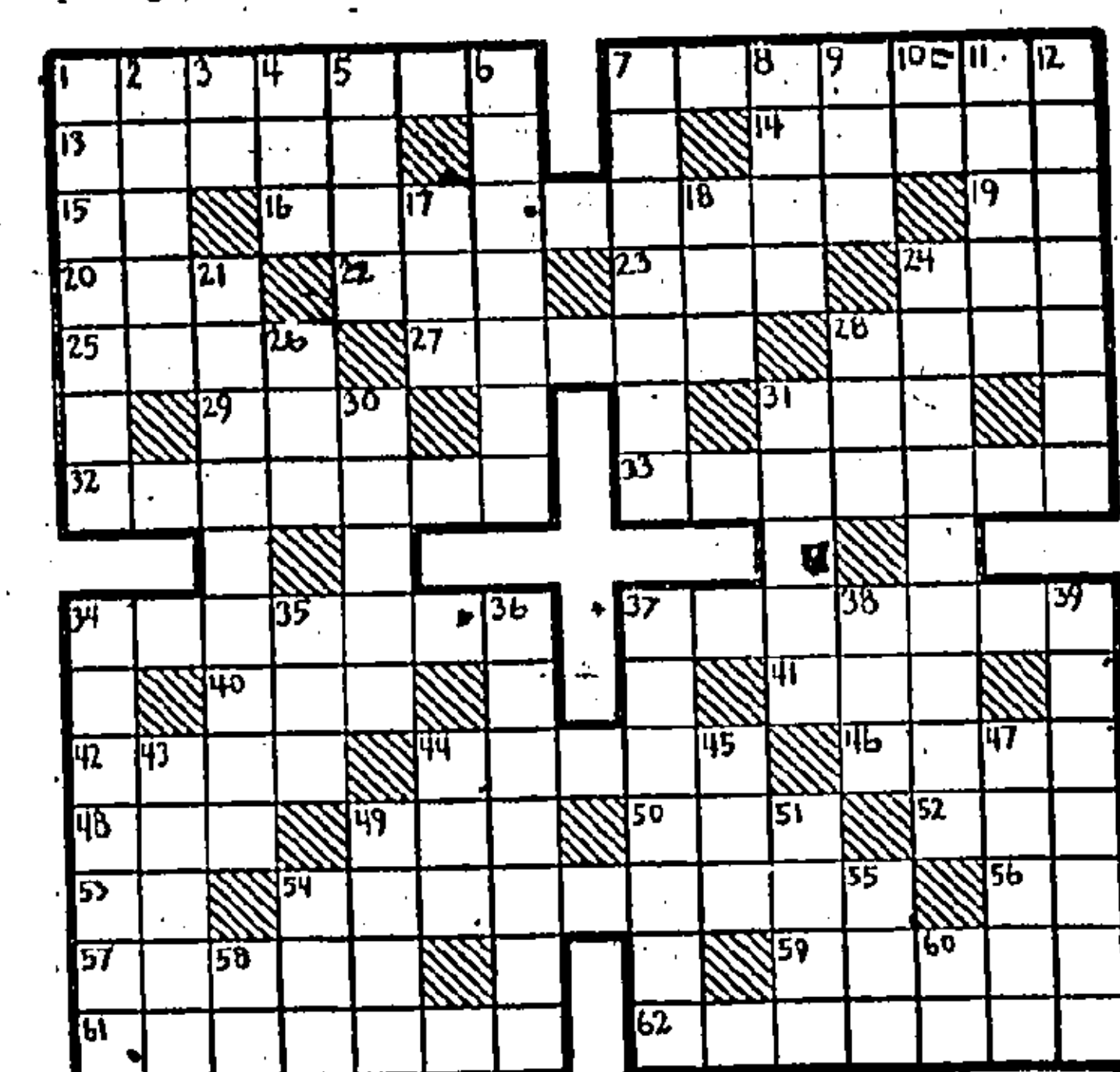
Per P. & O. s.s. Kashgar for London via ports on May 10:—  
Mr. and Mrs. A. Annetts, J. R. Archibald, Mr. and Mrs. E. Burton and infant, R. A. Bosshardt, Miss G. L. Bateman, B. V. Bloomberg, A. Bunch, Surg. Lt.-Comdr. Brevitor, R.N., and Mrs. T. E. Brevitor and infant, Master P. A. E. Brevitor, Mrs. E. G. Bone, Misses B. and C. Bone, C. T. A. Carter, Mrs. J. G. Campbell and infant, Miss D. Carson, Miss I. Champion, R. A. R. Chalmers, C. D. Dixon, T. J. Djin, Miss E. Elles, Lt. J. Feehally, R.A.P.C., K. P. Fu, A. Fackey, F. J. Fraser, Mrs. W. Field-Hook, Mr. and Mrs. J. Gunton, Dr. W. M. Gabriel, Mr. and Mrs. S. Hartman, J. A. Harrison, Mr. Hutchinson, Mrs. M. Hicks, J. O. Hunt, J. E. Haig, J. A. Hurst, P. D. Johnson, J. A. Lindsay, W. J. Lawrence, A. C. Lofis, Mr. and Mrs. J. C. Milward and two daughters, R. Murray, Mrs. J. M. C. MacGillchrist, Miss MacGillchrist, F. A. Morry, Mr. and Mrs. T. B. Mudie, Mr. and Mrs. P. W. Pankhurst, N. S. Roberts, E.R.A., H. L. Russell, O. Stevenson, Mr. and Mrs. F. Stafford Smith, J. H. Scott, Rev. Father D. Smith, Mrs. R. J. J. Sneddon and infant, T. K. Thay, J. R. A. Thompson, E. G. Thomas, Mrs. E. Thompson and infant, Capt. A. C. Thompson, E. Wilken, Mrs. C. Wilkinson, J. P. Woodlands, Miss M. J. Woodlands, J. H. Williams, J. A. Watson, Mrs. N. C. Wilson.

**LAST WEEK'S SOLUTION.**

GLEAMS A ARENAS  
RAY LITERIZE ARC  
ERE ALARPE PER  
E DOLO ATOP G  
U DOPE EAKRSE  
SPADES EROPE  
SLEEPS BISTER  
LADIES REPOSE  
TOVED E KEMENT  
ON PALETTE  
SAT PENNASTIS R  
ICE LEGASTS ASP  
LEADER R SPIDER

**OUR CROSS-WORD PUZZLE**

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



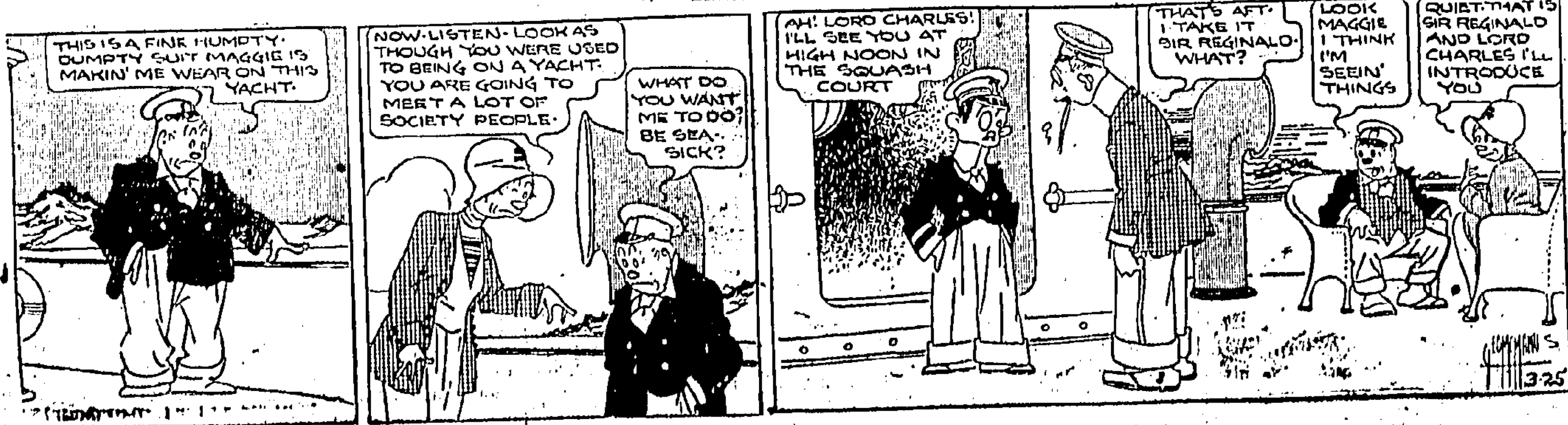
**HORIZONTAL**  
1—British field marshal in World War  
7—Pertaining to Easter  
13—Silpnot  
14—A native of New Zealand  
15—Pronoun  
16—A shore bird  
19—Has long  
20—Silent  
22—To spread for drying  
23—Present time  
24—A cottage  
25—Largest continent  
27—To flinch  
28—Departed  
29—Fey  
31—Short for Ann  
32—Part of the eye  
33—Diss for lack of food  
34—Fell in pieces  
37—One who spins  
40—A spore (sing)  
41—Fabulous bird  
42—Friendly associate  
44—S. American mountain range

**HORIZONTAL (Cont.)**  
45—The finest  
46—A roe (Scott)  
48—Personal pronoun  
50—A watering place  
52—Prefix—form of "in"  
53—Famous battle  
54—Scene in Crimea  
56—Division of Bible (abbr.)  
57—Pertaining to the tides  
59—To flow forth  
61—Face-veil of Turkish women  
62—Edit

**VERTICAL**  
1—To impart life to  
2—Sacred flower of Egypt  
3—Deloid  
4—A letter of alphabet  
6—Trim  
6—Jewish  
7—Sons of kings  
8—A sea bird  
9—A wheeled vehicle  
10—Interjection  
11—A Greek poet and musician

**VERTICAL (Cont.)**  
12—Heard  
17—Unusual  
18—An American poet  
21—Wretched  
24—Persuades by argument  
26—The whole  
28—A fish  
30—A pleasure boat  
31—Point in space directly under foot  
34—Atmosphere  
35—To speak  
36—A country of N. Europe  
37—Pertaining to the stars  
38—The head  
39—Turns around  
43—A female vampire  
44—To feel sick  
45—The ocean  
47—To sport  
49—Same as haulm  
51—Greedy  
51—Interjection—contempt  
53—Man's name  
58—Doctor of Solonoe (abbr.)  
60—Science (abbr.)

**BRINGING UP FATHER.**



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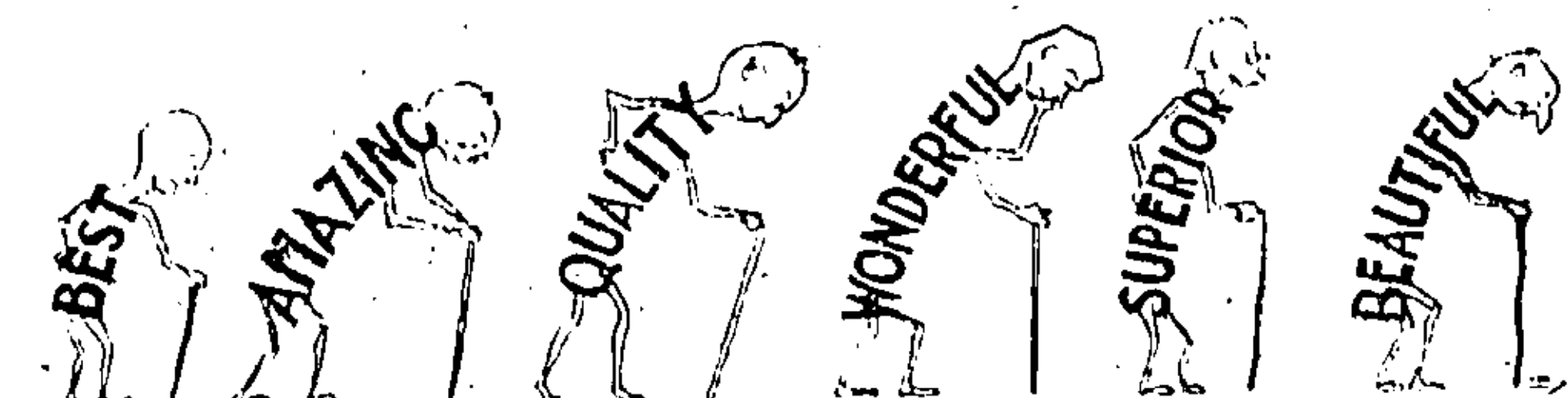




# The CALL of the OPEN ROAD

Hongkong Sunday Herald  
MOTORING SECTION  
HONG KONG, MAY 11, 1930.

"...light-hearted I take to the open road, 'Healthy, free, the world before me.'"



We give these feeble overworked words a rest!

What is known as an ASSERTIVE ADVERTISEMENT states positively, or claims, or frequently boasts and brags—WITHOUT OFFERING TO PROVE.

Here are a few specimens taken at random from magazines.

"The Most Beautiful Car in the World."

"The Joyous Satisfaction that only — can give."

"Each year, some one appealing motorcar emerges from the throng of commonplace cars and wins world-wide preference. This year, it is the dashing new — Sports Roadster that occupies the spotlight."

As someone has written: "Oh, listen to the hubbub!"—which the dictionary tells us is "a red-whiskered bird of the tropics with a loud, raucous voice."

Is it any wonder that the public reads, laughs good-naturedly, disbelieves? Or that, having read, a man turns to his neighbour asking whether such and such a car "is really any good"?

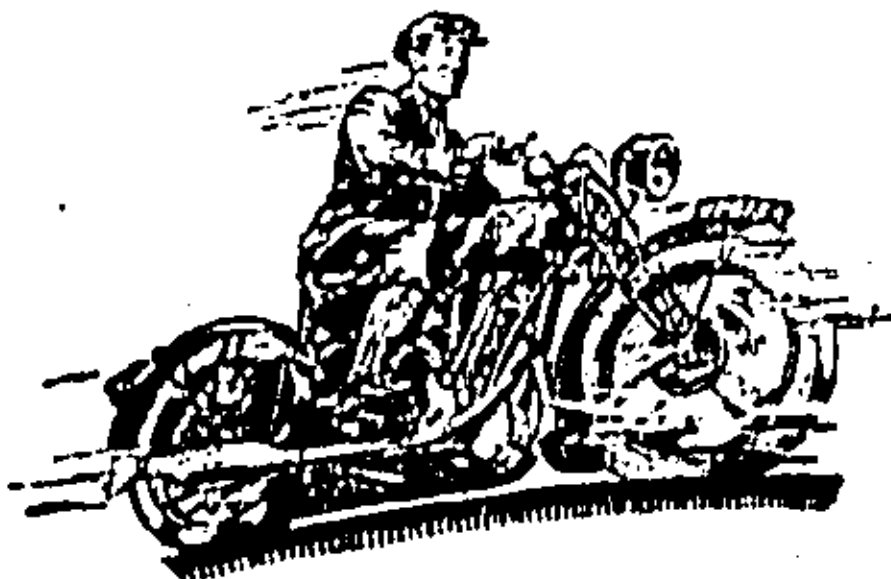
"Self-praise is no recommendation," runs an old proverb.

And so it is with most oil manufacturers — they assert but do not offer to prove.

We tender proof of the truth of the statement that Gargyle Mobiloil is the most economical and efficient motorcar engine lubricant. Ask for proof — we have tons of it.

## Vacuum Oil Company

Greater Strength—Greater Safety—  
Greater Comfort—Greater Value



RIDE ON A BACKBONE  
OF FORGED STEEL  
WHICH CHARACTERISES

1930

## B. S. A.

1930 B.S.A.s with inclined engine now have a frame with a backbone of Forged Steel, giving super frame strength and rigidity. That is just one of the features which help to make 1930 B.S.A.s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift, spring-up stand; new wide-flare front mudguard, etc.

Come and inspect the New Models in Stock.

### THE SINCERE CO., LTD.

SOLE AGENTS.

#### SELLING REFORM.

#### Reorganising U.S. Car Industry.

Detroit, Mich., March 8.

One effect of the readjustment which the automobile industry is undergoing is expected to be the reform of conditions under which cars are handled at retail. With the \$15,000,000 junking plan to be operative this year and a wholesale push-out of second hand cars now in progress, there has developed a general sentiment that conditions governing retail selling of new cars must be revised.

Factory executives, distributors and dealers alike recognise the fact that the cost of cars to the public has been consistently lowered for the last ten years. At the same time the materials that go into them, the performance that they give and their life time of service have been bettered. While this has been going on, it likewise is conceded that the cost of marketing the cars has increased.

To put it briefly, the overhead has become too great. It was increased until it is altogether out of proportion in the economic scheme.

Therefore, there is an orderly movement on foot to normalise things and to give the retail end the "break" it should have. Conferences have been held between accredited representatives of the makers and the dealers division.

What the dealers are asking for has been summed up in a presentment sponsored by the National Automobile Dealers' Association. This was first voiced in Chicago during the national automobile show week in January. Mr. W. E. Griffith, past president, read it before the annual meeting of the dealers' organisation. At this session, leaders of the National Automobile Dealers' Association were present by invitation.

Some weeks ago, Mr. Griffith, who is Toledo distributor for one of the large producing companies, was invited to Detroit and delivered the message before the Detroit Auto Dealers' Association.

His report listed steps that the factories should take to improve retail trade conditions:

1—Elimination of the fleet buyers discount. This is the price concession which the factory consents to in cases where large deals are made for a number of cars by companies that use them.

2—Factories to keep production just under consumption, because production and its problems are considered the source of difficulties experienced by dealers. The complaint is made that few factories have any "measuring stick" as to dealer profit, and that sales executives too often "load up" dealers with more cars than they can handle profitably.

3—Abolition of open territory and a return to closed territory which give the exclusive right to sell within certain areas. This is recommended as a means of stopping "car bootlegging," a practice that unscrupulous dealers indulge in. They violate factory agreements and sell new cars at sacrifice prices.

4—Factory policies whereby unsold cars at the end of the season should be disposed of at clean-up prices.

5—Fewer model changes and in more orderly fashion.

Concurrent with Mr. Griffith's Detroit address has come a report from C. A. Vane, general manager of the National Automobile Dealers' Association, in which he finds that large attendance at shows and the more favourable attitude of factories on car shipments have combined to produce a better state of mind since the first of the year.

He says the dealers have learned the wisdom of thirty days' supply of new and used cars at any time of any year. They are determined that a reduction of 1929 models still in stock must come ahead of any other activity.

The dealers have accepted as sincere the statements of the manufacturers. (Continued at foot of preceding column.)

#### PROOF!!

In the Davis Cup, out of 22 Countries entered to date, 16 have decided to use the DUNLOP Ball.

For better Tennis, —PLAY DUNLOP, the ball which has to its credit the largest number of tennis successes ever achieved with any tennis ball.

\$10.00 per dozen (Retail) at all Stores.

Lower rates for Clubs' Tournaments.

# GREATER

in all that builds goodwill



Everywhere, immediate approval of the new Dodge Six has been followed by sustained enthusiasm for the merit and value of this fine car. Such a big, capable Six at such a low price — truly, here is an achievement which adds new and greater laurels to this fine old name.

NEVER BEFORE—A six-cylinder car by Dodge Brothers at so low a price.

NEVER BEFORE—a safe, silent Mono-Plate Steel Body on any car at so low a price.

NEVER BEFORE—a closed car of any model whatsoever by Dodge Brothers at so low a price.

NEVER BEFORE—weatherproof internal-expanding 4-wheel hydraulic brakes on any Six at so low a price.

A demonstration will prove its value.

## NEW DODGE SIX

CHRYSLER MOTORS PRODUCT

### SOUTH CHINA MOTOR CAR CO.

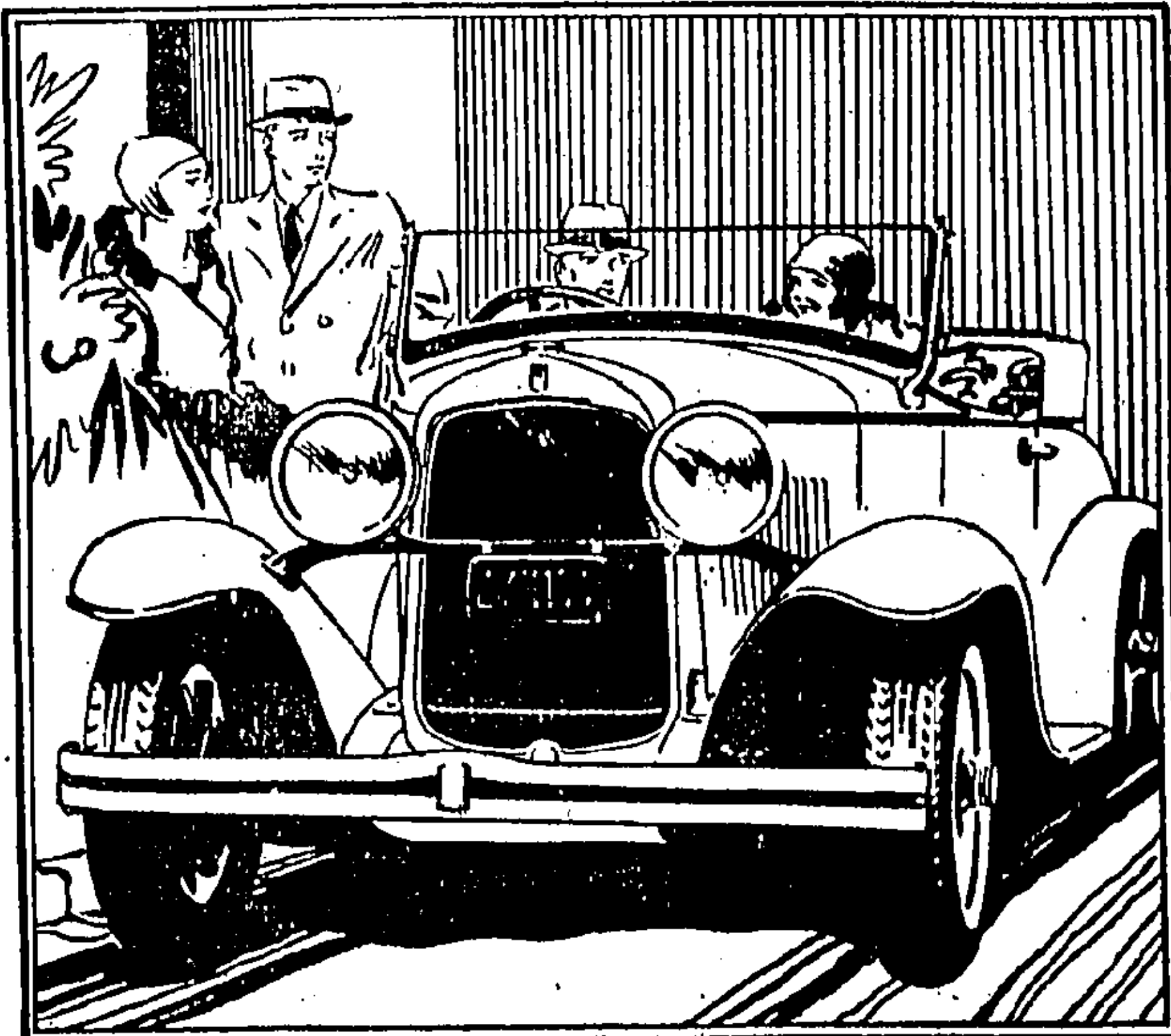
33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.



# TRIM LINES NEW COLOURS sparkling PERFORMANCE



## ALL at a remarkably low cost

The 1930 Whippet is the leader in its price class—a car with smart, sweeping lines and harmoniously blended new colour combinations.

In engineering, the Whippet is also far advanced, being the lowest-priced car to offer all these important features: Full force-

feed lubrication, silent timing chain, invar-strut pistons, oversize balloon tyres, "Finger-Tip Control", and big four-wheel brakes.

See the 1930 Whippet at the showroom of your nearest Willys-Overland dealer. He will be glad to arrange a demonstration at any time suitable to your convenience.

The 1930  
**Whippet**  
four  
LOWER COST OF OPERATION

Sole Distributors for Hong Kong & S. China:

GILMAN & CO., LTD.  
4A, Des Voeux Road, C.

SEDAN ..... H.K.\$2,350  
TOURER ..... H.K.\$1,990  
ROADSTER .... H.K.\$2,190

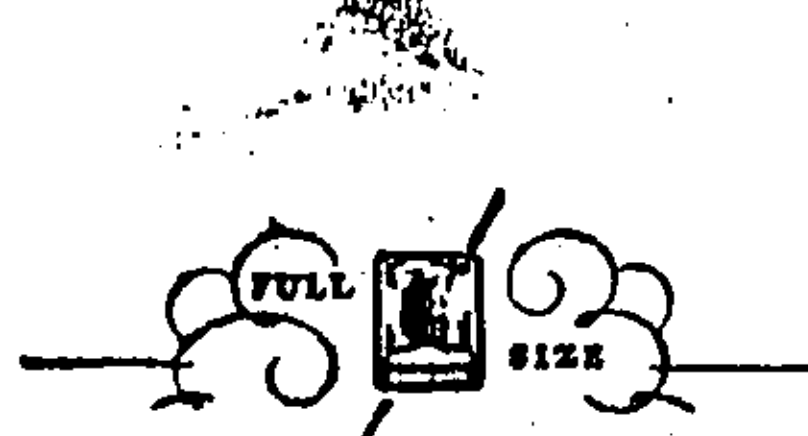
(All prices and specifications subject to change without notice).

Service Station Garage:

DURO MOTOR CO., LTD.  
132, Nathan Road, Kowloon.

WILLYS-OVERLAND FINE MOTOR CARS

## THE FULL-SIZE PLYMOUTH now at new low prices



Plymouth is Chrysler's car in the lowest-price field—therefore it is the only car in that field to offer the distinctive engineering advancements and precision craftsmanship which have made Chrysler-built cars world-famous.

Plymouth stands alone among cars of lowest price with internal-expanding 4-wheel hydraulic brakes—weatherproof, self-equalising and permanently positive.

Plymouth stands alone among cars of lowest price with its full-size dimensions throughout—in body, frame, axles, transmission and power plant.

At its new substantially lower prices, Plymouth offers value without parallel in its price class. See the car, drive it. You will be convinced.



**PLYMOUTH**

CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.

484-486, QUEEN'S ROAD, WEST.

TEL. 25674.

### NEW WILLYS SIX.

#### Viewed As Big Achievement.

The automobile industry is going through another great transition. It has passed through the period devoted to the development of a vehicle for "reliable performance over a long period." The next achievement was the designing of bodies that would strike an entirely new style motive.

Both of these forward steps have been realized for no one to-day will question the ability of the modern motor car to deliver satisfactory performance nor can it be denied that bodies of striking design, pleasing line and carefully selected colours are found in the wide selection from the low priced range to the higher priced cars of the so-called luxury classification.

Then we come to a concentration on increased engineering efficiency to build cars with greater power and speed development to meet the demand of the present-day car buyer. These demands are for safe, speedy transportation, and a power development to master the steepest grades in smooth, high gear, the ultimate aim being to bring the motor car up to a still greater standard of excellence in its performance value.

Willys-Overland has been actively engaged in advancing our products, sensing in advance the demands of the public, then building and pricing the cars in line with these demands. This is nowhere better exemplified than in our 1930 presentation of the new Willys Six, which it is believed represents the major accomplishment of Willys-Overland in more than 22 years of motor car production.

In this new six we have more than met the demands of the public for a low priced six cylinder car with the speed and power development heretofore found only in cars that sold in the higher price ranges. All of the vast manufacturing facilities of Willys-Overland were employed to bring about the perfection of this new model which develops over 70 miles an hour in high gear and is powered by an engine that produced 65 horsepower. Compare this rating, if you please, with cars that sell in the higher

price classes and you will be better able to visualize the Willys-Overland advancement.

The high standard of performance set by this model has not been restricted to its power and high speed development. Appreciating the constantly increasing growth of heavy traffic, especially on the congested streets of our business sections, an amount of technical attention was paid to the development of a second gear performance that would answer to a large degree, the modern demand of the motorist for a car with a flashy getaway and ability to weave in and out of congested traffic lanes. This has been accomplished in the new Willys Six with a second gear performance of 45 miles an hour.

In the development of this powerful engine, the factor of safety was not overlooked. We decided to equip this new car with large, internal four-wheel brakes, with only a slight pressure of the foot bringing the car to an almost instant stop.

Advancement has not been held to the power plant alone, other features including design of bodies that adhere to the modern style trend, roomy and comfortable interiors, easy steering, "Finger-Tip Control," overize tyres and other specific advantages which are immediately apparent, have been incorporated in this new six.

Nor has this engineering efficiency been confined to the Willys Six. Our development of the 1930 Willys-Knight Great Six, ranks as one of the most notable advancements, not alone in the design of the bodies which have won unstinted praise from some of the world's greatest custom car designers, but in the perfection of its sleeve valves power plant.

A comparison of this engine with other power plants previously built by Willys-Overland, shows it to be the most powerful ever developed by our organization and one of the most powerful of its size ever built by any manufacturer.

The details of advancement over several years time are also reflected in the Willys-Knight "70-B" line and in the Whippet Four. These models holding conspicuous positions in their respective price classes for highest efficiency in engineering development.

With the presentation of these four lines of motor cars, each built of the soundest of engineering research and exhaustive tests, Willys-Overland goes into the new year in an excellent position, providing as it does complete coverage in every price class.

### COMMERCIAL FIELD.

#### Willys-Overland Is Aggressive.

The aggressive entry of the Willys-Overland Company into the commercial car and truck field is reflected in the increased registrations of the Toledo manufacturer's products, both at home and in the foreign markets. With its line consisting of the Whippet Four commercial chassis in the lowest priced field, the Willys Six light delivery and 1½ ton commercial chassis in slightly higher price range and the Willys-Overland Company offers, not alone, a wide variety to meet every demand in the commercial car and truck field but provides a new conception in low per mile cost haulage.

Especially does the Willys Six line with its four-speed transmission, 65 horsepower engine and other engineering features offer the truck owner or fleet operator a saving in capital, operating cost and depreciation in addition to an assurance that it will meet all the requirements of modern transportation and provide highly satisfactory performance on the highways.

With a wheelbase of 131 inches the Willys Six has been designed to accommodate a wide range of bodies, including the panel body which is fully enclosed with two rear doors, and suitable for various kinds of business; butchers and most retail stores show a preference for the practical canopy top body which is provided with curtains at the sides and rear to protect it from inclement weather; other popular types are the screen body, stake body, and the open express, the latter with a comfortable driving compartment.

Another feature of the Willys-Overland line of commercial vehicles is its nationwide dealer and service organization. This assures the owner that at all times he has within easy reach a Willys-Overland dealer or authorized service station fully equipped to render him speedy, efficient and economical service. This

### BRAKE SIMPLICITY.

#### A Duo-Servo System

There has recently been developed a two-shoe brake which has a self-energising servo action in both directions of rotation (say, Autocar). This is something of an achievement, and it stands to the credit of Bendix-Perrot Brakes, Ltd., who are well known as the producers of the three-shoe brake used on so many American cars. As the latest Duo-Servo brake is now in production at the Westwood Road Works, Witton, Birmingham, and will figure on several high-class British cars in 1930, the following details are of interest.

In the first place, it should be understood that self-energisation must not be confused with servo action, as is often the case. In a non-servo two-shoe brake the front shoe is self-energising when the car moves forwards, because the contact of the shoe with the drum tends to pull the shoe round and so assist in applying it. On the other hand, as regards the rear shoe, the frictional drag, far from assisting, definitely resists the applying force. When the car moves backwards the position is reversed.

In a servo brake the front shoe is not pivoted to the back plate, but hinges on the end of the rear shoe, the other end of which is anchored to the back plate. The front shoe, therefore, is free to move slightly in response to the frictional drag of the drum, and this action in turn applies the rear shoe. It is the front, or primary, self-energising shoe acting on or serving the rear, or secondary, self-energising shoe which constitutes servo action. This was the action, in the forward direction only, of the first Perrot two-shoe servo brake.

#### Duo-Servo Layout.

In the Duo-Servo two-shoe brake the two shoes are linked together by means of a simple adjusting screw with right and left-hand threads. The other ends of the shoes are located by anchor pins fixed in the back plate, but the ends of the shoes have pear-shaped holes which allow the shoes to leave the anchor pins. Between these ends of the shoes is the expansion gear, consisting of a

floating link and two trunnion blocks operated by means of a small crank. The trunnion blocks bear on the ends of the shoes and this method of expanding the shoes, in conjunction with the pear-shaped holes, enables either shoe to be moved independently of the other.

When the brake is off, the two shoes bear on their anchor pins, but when the brake is applied, with the car moving forwards, the front shoe is the primary, the frictional drag carrying it round slightly, so that it leaves the anchor pin free to force itself and the rear shoe against the drum.

The secondary shoe remains in contact with its anchor pin, which takes the braking torque reaction. When the car is moving backwards the rear shoe becomes the primary and leaves its anchor pin, while the front shoe takes the torque reaction.

Adjustment of this brake is particularly simple, for the right and left-hand threaded screw which links the two shoes to one another is locked by a spring plate. Through a slot in the back plate this wheel can be revolved by means of a screw-driver, so that a very fine adjustment is thus obtained. No adjustment is necessary in the brake-operating gear, and in consequence all the levers maintain their predetermined angles.

#### Many Advantages.

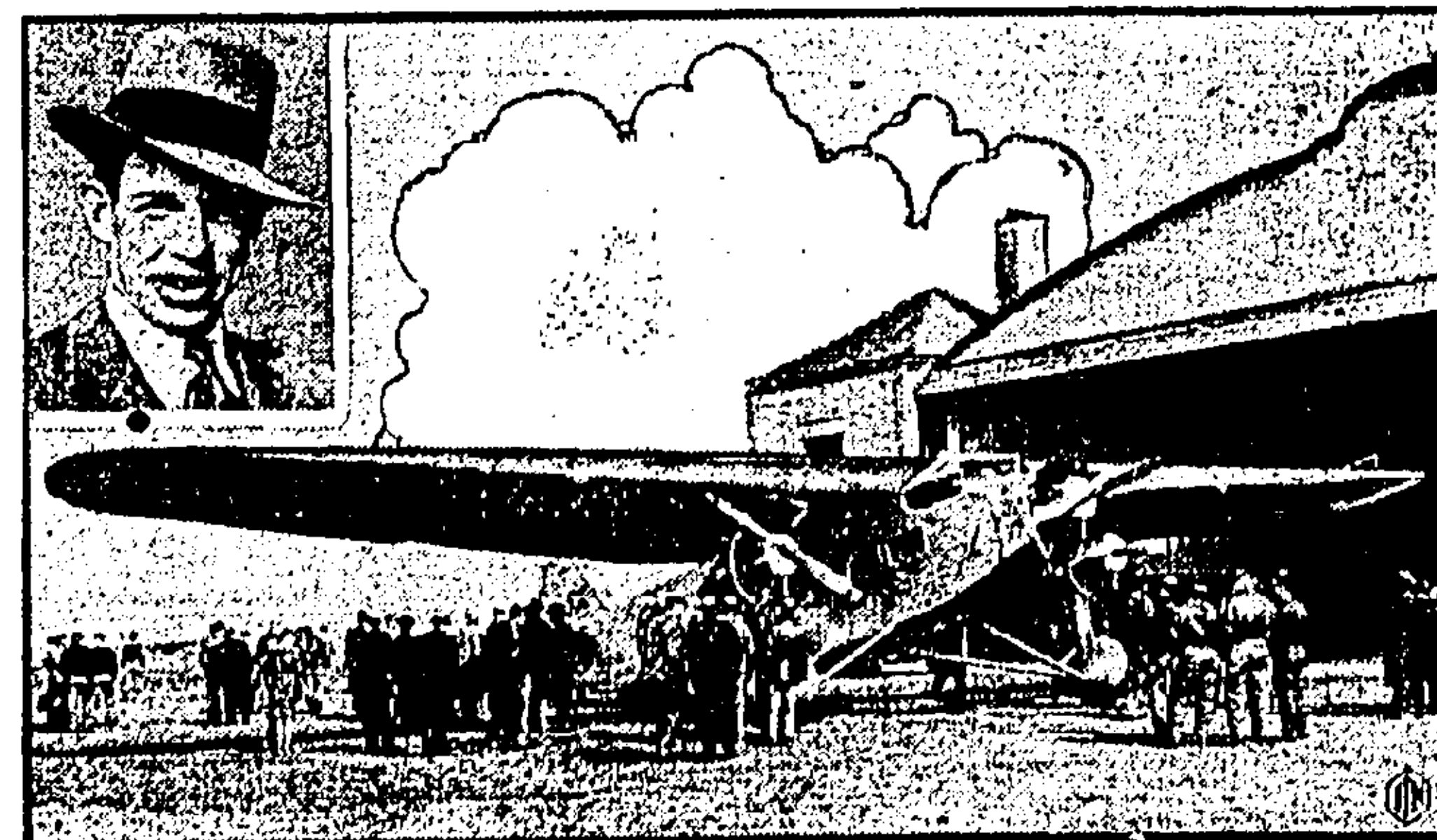
Many advantages are claimed for

this brake, and those which appeal to the owner-driver are the simplicity of adjustment, the rapidity with which it can be effected, and the very moderate pedal pressure required to produce powerful braking. Other advantages appeal more perhaps to the manufacturer and to the service department, for as no adjustment is necessary in the brake-operating gear this can be simple, while, as the extra braking forces do not pass through the brake gear, the efficiency of the operating mechanism itself is greater than when the gear has to transmit the servo action to the shoes.

It is possible to use a much larger arc of contact with the drum in a floating shoe brake, thereby increasing its life and avoiding the necessity for constant adjustment. Each shoe in the Duo-Servo brake has an arc of contact of 124 degrees.

As the shoes are interchangeable the servicing problem is rendered easier, and when the linings finally need replacement it is intended that the whole shoe should be exchanged for a new one, credit being allowed for the old shoe. Incidentally, the shoes are built up of steel, and all parts are cadmium-plated to protect them from rust. It should also be noted that the only lubrication required is that of the bearing of the spindle carrying the operating link.

As regards operating gear, the Bendix lever type front control is recommended, but other types can be used.



The tri-motored Ford cabin 'plane, prize winner in the St. Louis Air Show, which is now at East Boston Airport after being presented to H. H. Timken, Jun., Harvard senior, by his father, the noted roller bearing manufacturer. Timken (inset) is a member of the Harvard Aviation Club and is now learning to fly the big ship.

means that the usual excessive lay-ups for repairs because of inadequate servicing facilities is never a problem with the owner of a Willys-Overland product.

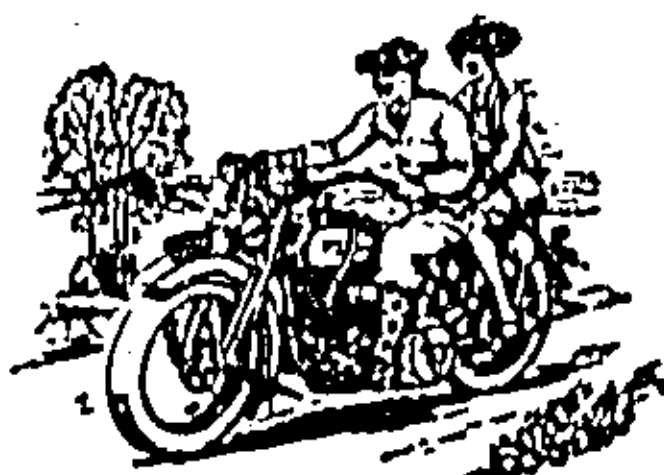
In the construction of the new Willys Six truck chassis, no detail has been overlooked to provide a vehicle of outstanding reliability, safety, stamina, power and speed.

The various models included in the commercial line are under steady production at the company's plants with the nationwide Willys-Overland dealer organization prepared to show and demonstrate any type which a buyer feels will fit his requirements.

### BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 2A, Wyndham Street or Phone 24041.





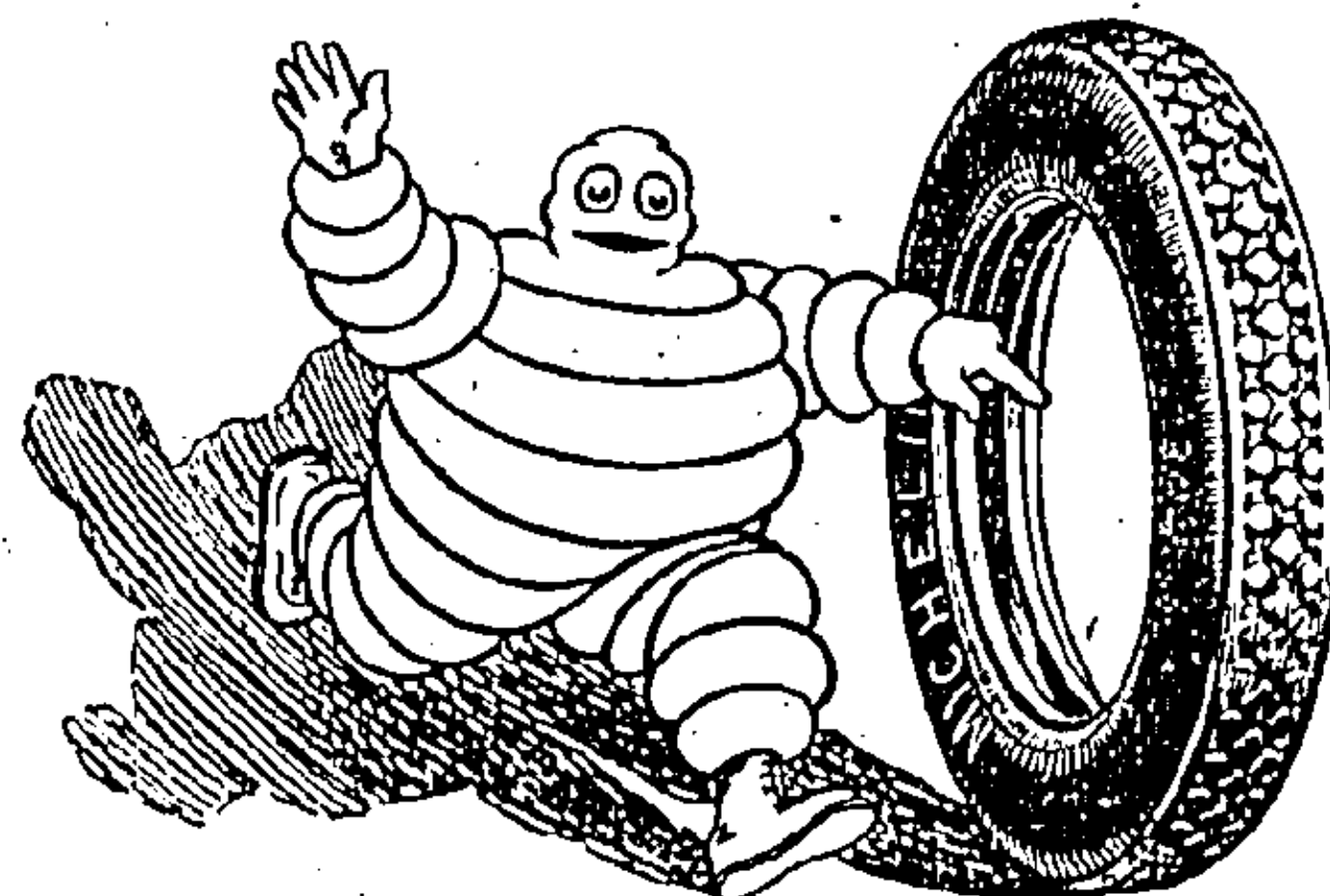
## 1930 HARLEY DAVIDSON NOW ON DISPLAY

### THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.  
Tel. 56242 & 57804. 2, Kwong Wah Road, Kowloon.  
(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND  
ACCESSORIES IN STOCK

## MICHELIN FOR NON SKIDDING AND DURABILITY



A. GÖEKE & CO., DISTRIBUTORS.  
China Building (4th Floor), Tel. 22221.  
FIAT GARAGE DEPOT.  
67, Des Voeux Road C. Tel. 24821.

## HILL CLIMBING FEARS.

### Gear Changing Bogey: How Best to Do It.

[By the Hon. Mrs. Victor Bruce.]

There is no element of car driving more feared and more bungled by the beginner than hill climbing. The reason for the fear and the bungling is largely the fear of, and inexperience with gear changing; but that is not all there is to it. Quite the worst and most common fault is the tendency to hang on to top gear until the engine is practically at its last gasp; and the reason for this is that the slower the car is travelling, the easier it is to get into a lower gear!

In fact, if the engine is allowed almost to die away, it is seldom much use to change merely to the next lowest gear, because even that will be too high at the slow rate of engine revolution, and consequently the small amount of power available, so that the beginner, having changed to third or second (according to whether it is a four-speed or three-speed gearbox) has immediately and unexpectedly to change again to second or first, as the case may be.

#### Flustered Drivers.

There is an extreme likelihood that he will be flustered at this sudden call upon his resources of proficiency, with the result that the gear change is fumbled, and at the best, the car comes to a standstill, or, at the worst, begins to run backwards down the hill. And I do not know of any more terrifying sensation than that, either for the inexperienced driver or his perfectly innocent and inoffensive passengers!

Whether the gear should be changed and, if so, when, depends upon the car, the length and gradient of the hill, its straightness or otherwise, and the speed at which the car is travelling, and the conditions of traffic on the road. It is, therefore, impossible to lay down any hard and fast rules.

Many a short, but most precipitous hill can be climbed easily on top gear if other conditions permit that it shall be "rushed," while on many another of three times its length and only a third of its gradient, corners, slippery or rough surface or other traffic, prevent anything but a moderate speed from being attained, so that it is necessary to change to a lower gear in order to obtain the engine revs necessary to give the requisite power.

#### Revs. Mean Power.

The point that the novice does not fully appreciate, I fancy, is that revs. do (literally) mean power. The better the engine, the more flexible it is; or, in other words, the less the degree to which the power output is affected by loss of speed.

But theoretically, and even actually, so far as that goes, the internal combustion engine has no definite rate of revolution at which its maximum power is developed, and as the load increases, owing to the growing severity of the gradient, the more necessary it is to keep the engine running as near to that critical rate as possible.

If for any reason one cannot reach the revs. on top gear, it is necessary to change to a lower gear in order to make the engine run faster for a given rate of road travel.

The fact that the modern engine does not fall off quickly in power as its revs. drop—its very efficiency, in fact—is the reason why the beginner does not realise this necessity.

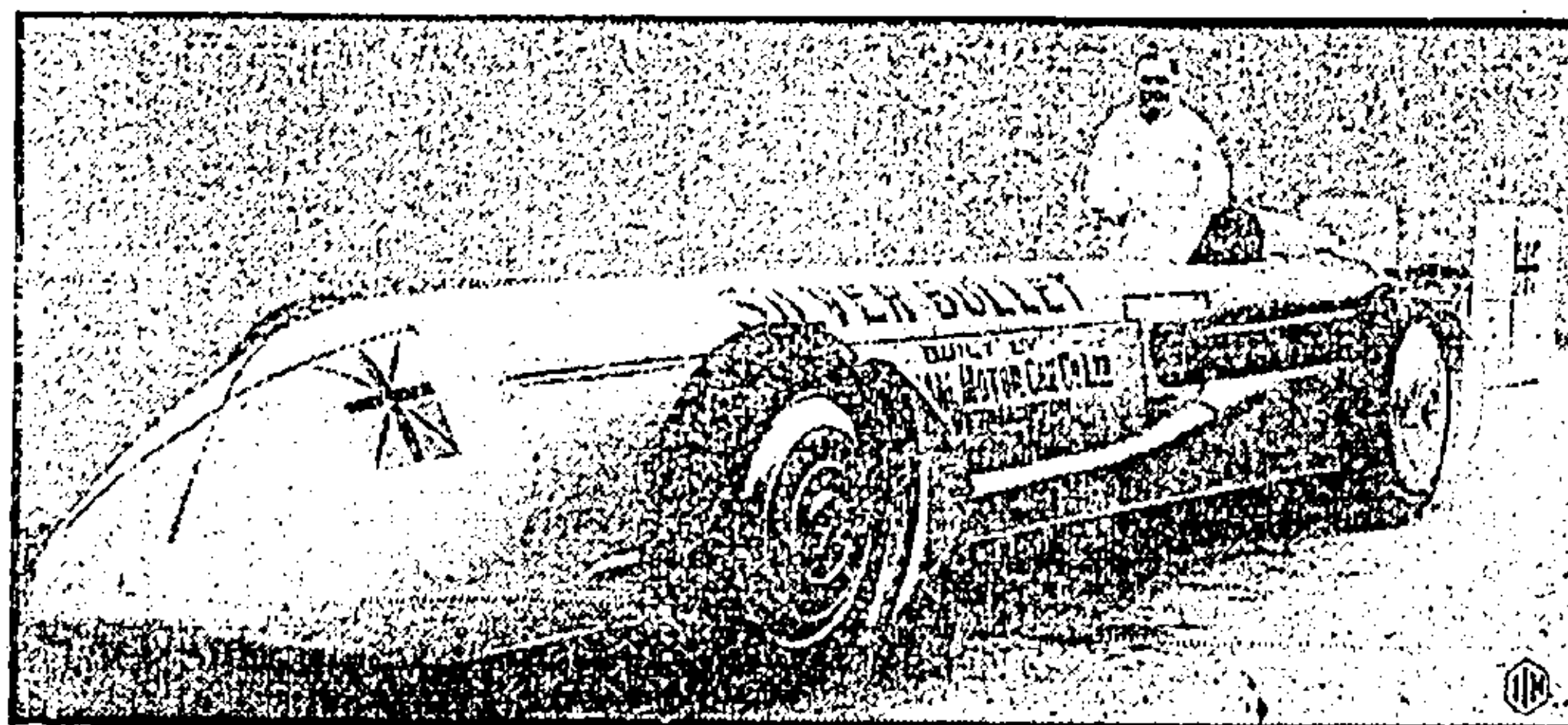
#### Quick Gear Change Peril.

Another thing worth remembering is that it is possible to over-rev. an engine which produces an effect upon it that cannot be other than bad in the long run. The conscientious novice, for instance, after reading these notes might decide that in future he will change gear really early—before the labouring of the engine demands it. That would be all to the good; but the lower gear may quite well be a little lower than is absolutely vital, with the result that, if the accelerator is kept hard down, it may run well above its critical, full-power-producing speed, and not only tend to rack itself to pieces, but actually produce less power than if it was run more slowly.

Graphs and power curves may have neither interest nor comprehensible meaning for the average motorist, but such a curve, plotted for power production against engine revs., shows immediately that it is useless to pass the "peak" rate of revolutions, since the power falls off quite sharply.

The practical meaning of this is simply that while it is advisable to change early on a hill, the engine should then be run on as light a throttle as possible, according to the gradient.

The driver's only means of judging is by the speedometer; and every owner of a car ought to know the various speeds in miles per hour up to which the car will run comfortably on the various gears. This is, in fact, a great help in scientific gear changing, for, if the point is watched it soon becomes instinctive to judge by car exactly to what extent the engine should be revved up at any given road speed in order to drop safely into the next lower gear. It is the vital factor, he it said, in double-declutching.



Mr. Kaye Don, standing by his new "Silver Bullet," the super 4,000 horse-power automobile. Notice the huge wheels and the bullet-like shape of the car from which it gets its name. It has a glass wind-guard and is steered through a rifle sight, by means of aeroplane rudders, shown in the rear.

## BUYERS' GUIDE

### MOTOR CARS

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
BEAN.—Lane, Crawford, Ltd.  
BUICK.—The Dragon Motor Car Co. Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.  
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
CHRYSLER.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.  
CLYNO.—Lane, Crawford, Ltd.  
DE SOTO.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.  
DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25644.  
FIAT.—Sec. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.  
FORD.—Wallace Harper & Co., Ltd.  
HILLMAN.—Lane, Crawford, Ltd.  
HUMBER.—Lane, Crawford, Ltd.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
OAKLAND.—Lane, Crawford, Ltd.  
OLDSMOBILE.—The Dragon Motor Car Co. Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.  
PACKARD.—The Dragon Motor Car Co. Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.  
PLYMOUTH.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.  
PONTIAC.—The Oriental Motor Car Co., 66, Queen's Road C. Tel. 20406.  
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
VAUXHALL.—Lane, Crawford, Ltd.  
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

### MOTOR TRUCKS AND TRACTORS.

BEAN.—Lane, Crawford, Ltd.  
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.  
FIAT.—Sec. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.  
FORD TRUCK.—Wallace Harper & Co., Ltd.  
FORDSON TRACTOR.—Wallace Harper & Co., Ltd.  
G.M.C.—The Dragon Motor Car Co. Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
SPA.—Sec. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.  
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

### MOTOR CYCLES

B.S.A.—The Sincere Co. Ltd., Des Voeux Road. Tel. 27767.  
HARLEY-DAVIDSON.—Gasccon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. 56242 & 57804.  
HUMBER.—Lane, Crawford, Ltd.

### TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.  
ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.  
FIRESTONE TYRES.—The Dragon Motor Car Co. Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.  
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.  
MICHELIN TYRES.—Goeke & Co., China Building. Tel. 22221.  
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

## MOTOR NEWS From Road & Showroom

### Famous All-British Motors.

Among the many improvements recently effected to the "Hundred" type 10-h.p. motor, manufactured by Messrs. J. W. Brooke & Co., Ltd., Lowestoft, is the addition of a slinging eye, to facilitate handling during installation; the "Empire" 10-h.p. four cylinder motor is also now fitted with a ring on the fly-wheel cover for the same purpose.

### Water Pump Assembly.

It has been decided to embody on all "Empire" motors, a redesigned, vastly improved, water pump assembly, giving longer life and greater efficiency. This new pump has been subjected to very rigorous tests and has proved extremely satisfactory.

### British Craft for New York.

It is very gratifying to note that in spite of the acute American competition, a well-known British Marine Motor & Motor Boat Building Firm, Messrs. J. W. Brooke & Co., Ltd., of Lowestoft, have recently booked an order for a 20-ft. Runabout for a New York Firm. This is to be constructed throughout of Teak, and is to be equipped with one of their new 16/40 six cylinder Marine Motors, to give the boat a guaranteed speed of 20-m.p.h.

### Same Engine Number.

A curious meeting of two Model A Fords bearing the same engine numbers occurred recently in the McCoy Motor Company garage, in Pratt, Kansas, near Wichita. Each bore the same motor number, 624, but it was not an error because one of the Model A's was built in 1928, and the other was of the present Model A vintage—twenty-five years later. After the 1928 car was built, more than 15,000,000 Model "A"s and Model "A"s bearing the Ford name were produced before the other car in that strange meeting was born.

### Finishing Operations.

No fewer than 20 finishing operations combine to produce the brilliant lacquer finish of the Dynamic New Briskline models.

### Selected Steels and Alloys.

Nine selected steels and steel alloys are used in the construction of Studebaker's Dynamic New Briskline.

### Insurance Premiums.

There is a probability that motorists will have to pay higher insurance premiums to cover losses sustained by the companies from compulsory motor-cycle insurance.

### Kaye Don Returns.

Kaye Don arrived at Southampton on April 23 genial and smiling after his ill luck at Daytona. He told Reuters: "The conditions were terrible. The Silver Bullet was never fully tested because I was driving through water half the time." He emphasised that there was no friction between himself and the authorities of Daytona. He intended to return thither in December.

### World Production.

World production of Ford cars and trucks in January was 38,523. Of this number, 40,784 were produced in the last ten days of the month, as compared with 22,066 in the first ten days. The February daily production schedule was 7,000 cars a day. Sales reports from dealers indicate a constantly increasing demand reflecting general improvement in business conditions. The percentage of Model A sales to total sales throughout the country is also increasing. For instance, in Wayne County, Michigan (City of Detroit), 65 per cent. of the automobiles sold during January were Ford.

### No Road Signs.

Vigorous measures are to be taken in British Columbia to abolish all existing advertising signs along highways and those who insist on hiding scenic beauties of the road with new signs are to be prosecuted. Every kind of sign will be stripped from the highways, even including those of the forestry service. Only necessary government signs will be allowed.

### Little Economies.

The Ford Motor Company was able to reduce the price of the Ford car and to increase the minimum wage of its employees by the almost daily development of new economies through better manufacturing methods. A recent instance of this is a new hard chrome plating and heat treating method for hard surfacing tools used in the manufacturing of Ford automobiles. Steel, of which the tools are made, after being treated by the new method has been found to give 218 hours of service in certain grinding operations as against four hours, the limit of service under old conditions.

### Motor Ships.

In recording the fact that the first issue of the Motor Ship appeared only recently, it is remarked that in April, 1929, the motor ships in service totalled 500,000 tons gross. To-day the figure is somewhat over 7½ million tons gross. There are between 2½ and 2½ million tons gross of internal-combustion-engined vessels on order, the value of which is between £40,000,000 and £50,000,000. This expenditure will be spread over a considerable number of trades, so that the contribution of the marine oil engine to the world's industries is not unimportant, and its magnitude was hardly visualized ten years ago.

### Certainly.

"People who drive vehicles in the streets of London and lose their tempers are a public menace and must be punished."—Mr. Bernard Crompton at Tower Bridge Police Court.

### Drastic Methods.

It is stated that when a pedestrian is killed through reckless driving in Nanking, China, the driver of the car responsible is placed against a wall and shot!

### With Pleasure.

Civilians in Berlin, Germany, are being asked to be their own traffic officers. They are encouraged to arrest all law-breaking motorists.

### It Sounds Good!

It is stated that Havana is to have a motor lorry race this year. Stands capable of holding 28,000 people have been erected.

### New Motor Cycle.

A racing motor-cycle with super-charged engine of 85 h.p. has been built to recover the world's motor-cycling speed record, which was captured from Britain last year by the German rider, Henne, at a speed of 134 m.p.h. The new machine has a 900 c.c. air-cooled V-twin J.A.P. engine. The attempt on the record will probably be made at Pordine Sands, when J. S. Wright, well known at Brooklands, will be the rider.

### Ford Car Production.

Nearly every third passenger car, truck and taxicab produced in the United States last year was a Ford. The industry as a whole produced 5,358,301 units in 1929, according to official figures compiled by the United States Chamber of Commerce. Ford production in the United States was 1,709,945 cars and trucks.

### Indicating a Puncture.

It is stated that a Hungarian has invented a device for cars which calls the attention of the driver to the fact that his tyres are about to deflate. The invention makes use of the air in the tube; changes in its pressure are announced by the flashing of a red lamp on the instrument panel.

### Economy!

Even the mouths of 7 h.p. car owners must water at the extraordinary story of petrol consumption told in The Motor Cycle. In a fuel consumption test organised by the Naim M.C.C. from Durban to Marlitzburg and back, D. Donaldson, riding a 300 c.c. J.A.P. engine O.K. Supreme, is stated to have used petrol at the rate of 367 miles to the gallon. This figure is said to beat the existing record for the run by no fewer than 66 m.p.g., and it is believed that never before has so great a mileage been covered by a motor cycle on a gallon of petrol.

### One-Handed Motorist.

Frank Horace Smith, a commercial traveller, of Southsea-road, Stevenage, who was minus the lower half of his right arm, was fined £3 3s. including cost, at Dunstable for driving a motor-car to the danger of the public.

It was stated that he failed to stop at crossroads when signalled by a constable.

Asked by Superintendent Clark whether he considered himself competent to drive a car with one hand, Smith said that he had been driving for twelve months, and had never experienced any trouble.

His car, he added, had a left-hand drive and a four-wheel foot-brake. If his foot-brake should fail he would use his hand-brake and control the steering wheel with his knee.

### Road Sensor Starts.

A great rush of new motor cars on the roads at the week-end was one of the signs that spring is really hastening on and that the new quarter's licences are being taken out. The great increase in traffic on the roads bears witness to the enormous change which the popularisation of the motor car has effected in the habits of the British people, and this change has evidently come to stay. Even the most humble people in the great cities go far afield and nowadays there must be very few districts which are not invaded during fine week-ends.

### An Interesting Experiment.

An interesting experiment was made by an onlooker along the London Brighton Road, who took the place of a policeman supposing the new Road Traffic Bill had been in force. In about forty cases on one bend the white line was completely ignored and the onlooker in question wondered if this would be regarded as dangerous driving. He also observed six flagrant cases of cutting-in, and would also have reported eight cases of passing on bends. For actual dangerous driving, however, he would have arrested only one motor coach driver who drew his ponderous vehicle out to pass a car on a blind corner and nearly swept two cyclists into the ditch.

### Busy Time for Police.

If the speed limit recommended for motor coaches in the Bill had been in operation he would have been forced to summon practically every motor coach driver on the road. From this it will appear that when this Bill becomes law the police will have a very busy time unless most of the motorists mend their ways. In any case the penalties for dangerous driving will be so heavy that drivers will

### The Modern Desert.

There are now, it is reported, petrol filling stations at almost every oasis in the Sahara.

### Underground Garage.

A start has been made in Copenhagen on an underground parking garage to relieve congestion.

### A Coincidence.

By a strange coincidence two motorists, both named Butler and both butchers, were found shot beside their cars in different parts of the country.

### 40 M.P.H. Backward.

A batch of six-wheeler armoured cars for the mechanical cavalry units has been built by the Lancaster Motor Co., Ltd., on the instructions of the British War Office. These vehicles, which are fitted with 40 h.p. six-cylinder engines, have a speed of 40 m.p.h. over rough stuff, either forwards or in reverse. There are three machine guns in the turret, while an interesting point is that the running boards are specially strong and made detachable for use as bridging ramps.

### "Legalising" The Position.

The authorities at Armstrong Collage, Newcastle, recently discovered that an Austin Seven had been "parked" in the entrance hall of the Department of Agriculture, which is reached by three flights of steps from the road and two swing doors. As a result, the following notice has been placed on the board in the Department:—"Will those gentlemen who were responsible for the parking of an Austin car in the hall of the Department please note that in future a garage fee will be charged when such liberties are taken!"

without doubt take much more care than at present.



**UPSIDE DOWN.****Assembling of de Soto Chassis.**

Assembling the chassis upside-down in order to obtain a better quality of workmanship is one of the interesting phases of automobile building found at the De Soto plant in Detroit.

More than twenty-five assemblies are mounted on the chassis before it is turned right side up on the production line. The chassis starts down the line in an upside-down position and remains so almost until the moment arrives for installing the engine, when a special apparatus picks it up and deftly turns it over.

It has been found in developing the assembly layout that the men do better work, because the chassis is in a far more accessible position for them while these assemblies are mounted if the chassis is kept on its back.

The units that are mounted on the De Soto chassis while it is turned skyward include many important parts. They are the rubber shackle mountings; the gas tank and the gas line; the battery cradle; the rubber axle bumpers;

running-board brackets; shock absorbers; battery ground connection; the sod pans that protect the engine from dust and water from the road; the front springs; front axle assembly, which includes the tie-rod, steering knuckles, steering arms and front wheel hydraulic brake assemblies; the rear axle assembly, which takes in the differential gears and the rear wheel brake assemblies; the hydraulic brake fluid tubes; the drag link; exhaust pipe, muffler and tail pipe; propeller shaft.

Thus, before the chassis starts down the long final assembly line in its normal upright position it has been assembled quite completely as far as the lower units are concerned. The units named above are mounted on the chassis on a short assembly chain which is independent of the main assembly line. The chassis is turned over while being passed from this short line to the beginning of the main assembly line, which happens to be the longest straight assembly line in the world, measuring 1392 feet in length.

This assembly line is outstanding in the care that is taken in putting the parts together expertly, so that the De Soto owner may never know the petty annoyances that sometimes arise from loosened parts. The large number of units put on before the chassis is turned over is an example of where precedent is broken in order to secure the best possible results.

**CAR COMFORT.****Pneumatic Upholstery an Asset.**

During the past few years pneumatic upholstery has grown immensely in public favour; now there has been introduced a very interesting type which is calculated to make this kind of upholstery even more popular in view of the very fine riding comfort which it provides. Such is it, in fact, that although the car in which we tested the new cushions and squabs was an old one and none too well sprung, it could be driven over kerbs and very rough stretches of road without the passengers experiencing any of the usual jolts and bumps (says the Motor). They remained practically stationary, all the jerks being absorbed actually in the cushion. We can say that this new upholstery is one of the most comfortable types on which we have ever ridden; moreover, it yields to the contour of the body in an extraordinary fashion.

The great feature is, however, that whilst it "gives" to the load the design is such that the passenger does not "bottom" but remains literally supported on a commodious pocket of air at all times, extending from the base of the spine, under the thighs to the knees. The pocket has practically the same internal air pressure throughout. By this we infer that the air is not driven almost completely from one section

carrying the major portion of the load to a part not so heavily laden.

This is obtained in a very ingenious but really quite simple manner. The upholstery, which is known as the Paxton, is a product of Paxton, Ltd., of 186, Dlythe Road, Hammermith, London, W.14. The external appearance of a cushion or squab is to all intents and purposes the same as that of the ordinary spring type. There is no sag or looseness whatever but it has an even contour giving a neat and finished appearance. The external covering which is of leather or a similar non-extensible material, houses a pneumatic cushion which in the case of the bucket seat is divided into three compartments by two non-extensible rib or reeds. These do not run quite the full width of the cushion, so that the compartments can communicate with each other readily.

It is the method of supporting the air-pocket, however, which enables such excellent riding comfort to be obtained apart from the actual shape and construction. It is carried in a bottomless frame, the inner sides of which taper at an angle of 45 degrees. Across this is stretched two 3in. wide rubber strips (in the case of the bucket seat) which give to a certain extent to the load, but the spaces between allow for the cushion to expand between them and below. The angle of the frame sides provides a sliding action. Naturally one has to allow, say, two or three inches preferably below the

level of the rubber cross-members, but there are few cars in which this would not be practicable.

What happens is that when the load of the passenger is increased, as it were, as the car jolts owing to road irregularities, the cushion expands underneath and the return shock is absorbed very slowly indeed. We witnessed some interesting tests in connection with one of the Paxton cushions. The valve was connected with a special pressure gauge and showed a normal pressure of one half-pound per square inch; when the demonstrator sat upon it, his weight being about 14 stone, the pressure increased to one pound per square inch, and this did not increase by more than about one-sixteenth pound when the cushion and load were subjected to a series of jerks comparable to those experienced in the normal course of driving.

The cushion for a single-width seat is of slightly different construction, but the effect is the same. The squabs made in this way also give a very high degree of comfort as they actually give and follow the contour of the back, filling up the space which usually exists between the small of the back and the upholstery.

**ETHYL PETROL.****Committee's Final Conclusion.**

"There are no reasons for prohibiting the use of ethyl petrol in this country."

This is the conclusion of the Departmental Committee on ethyl petrol (petrol containing a small proportion of lead tetra-ethyl), expressed in its final report, issued. Other points of the report are:

The widespread use of ethyl petrol for motor vehicles would not increase the proportion of particulate lead in the atmosphere to such an extent as to constitute a risk even to the health of those most exposed—traffic police and drivers.

In a properly ventilated garage there would be no danger from exhausts or from the evaporation due to spillage, and even in a badly ventilated garage the danger due to spillage would not be serious.

"The risk from absorption owing to the contact of ethyl petrol with the skin is negligible."

"While deposits from cylinder heads and other parts of cars using ethyl petrol contain a high percentage of lead, they are of little significance to garage workers if due regard is paid to ordinary cleanliness."

"There is no danger to water supplies from the use of ethyl petrol."

Precautions Needed. The Committee does not recommend any legislative action so long as the terms of the contract between the proprietors of the fuel and the distributors secure the continued observance of the following precautions:

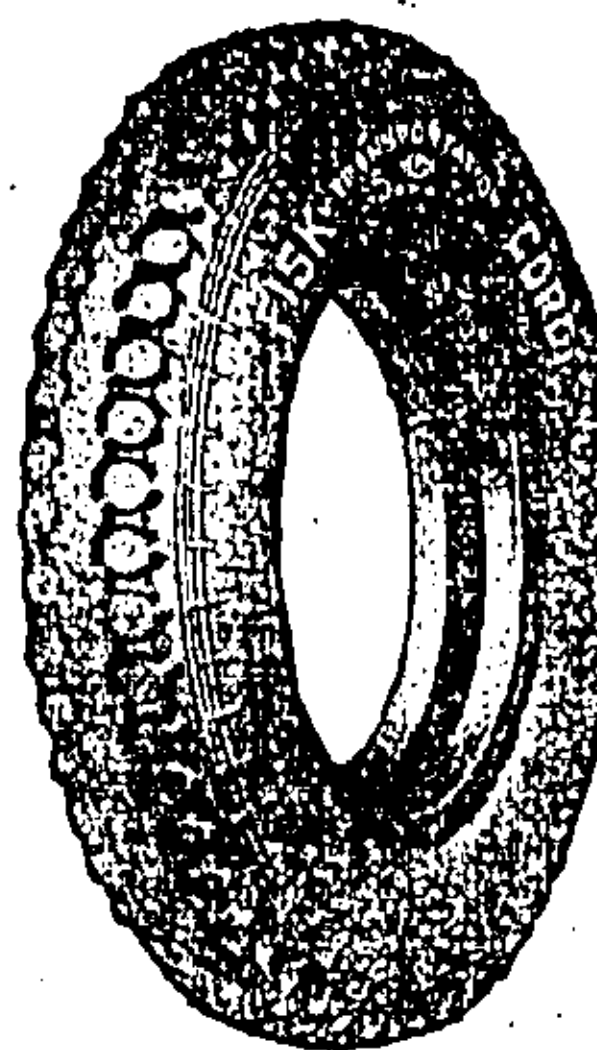
Cans and pumps should be labelled, and the fuel should be dyed to indicate the presence of lead, and to warn the user to avoid spillage, and not to use the fuel for other purposes.

The amount of lead tetra-ethyl should not exceed one part in 1,800 parts by volume, or about one part in 650 by weight. Experiments have shown, the report adds, that if ethyl petrol were used, universally, the quantity of particulate lead which would be retained in the air passages and lungs of drivers under very severe traffic conditions would not be likely to exceed two-tenths of a milligram per day, and pedestrians would retain a much smaller quantity. On these figures, neither pedestrians nor drivers would be likely to inhale dangerous quantities, even when "puffs" were blown out of exhaust pipes.

"In view of the fact," it is stated, "that a mixture equivalent to seven cubic centimetres of ethyl petrol was applied daily to the shaved skin of rabbits for 130 days without the occurrence of ill-effects, even garage workers whose skin is most likely to come into contact with ethyl petrol cannot be regarded as subjected to any danger."

**BUSINESS OPPORTUNITY.**

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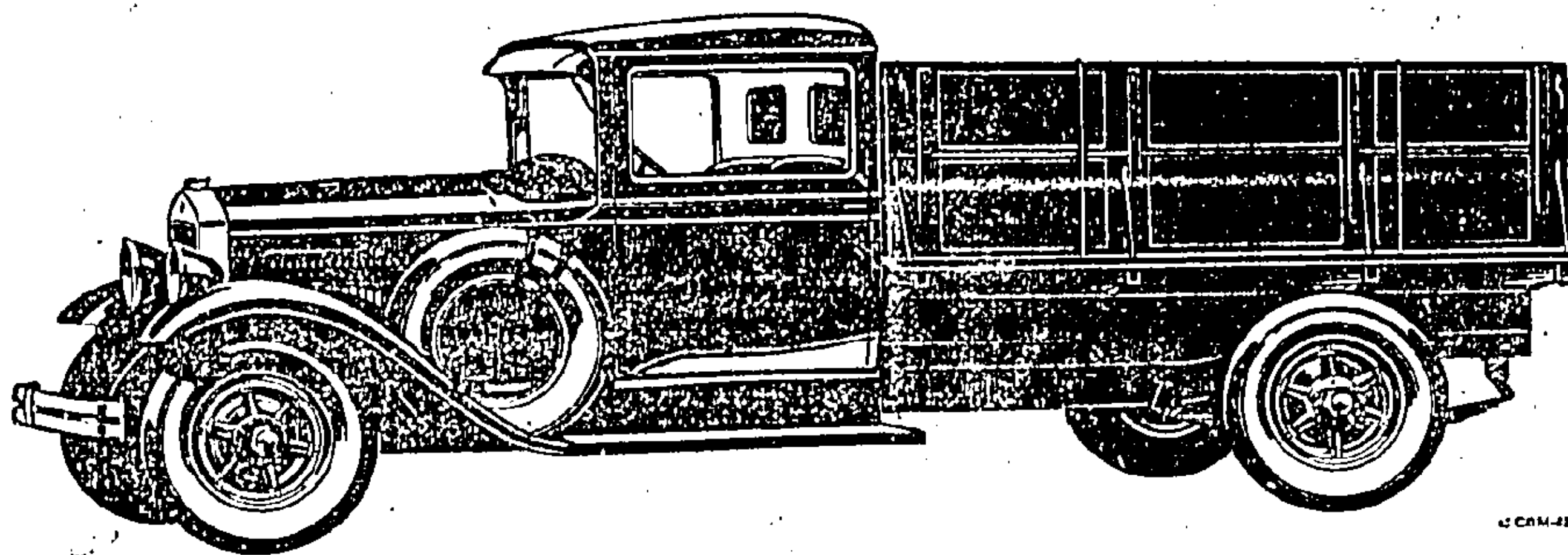
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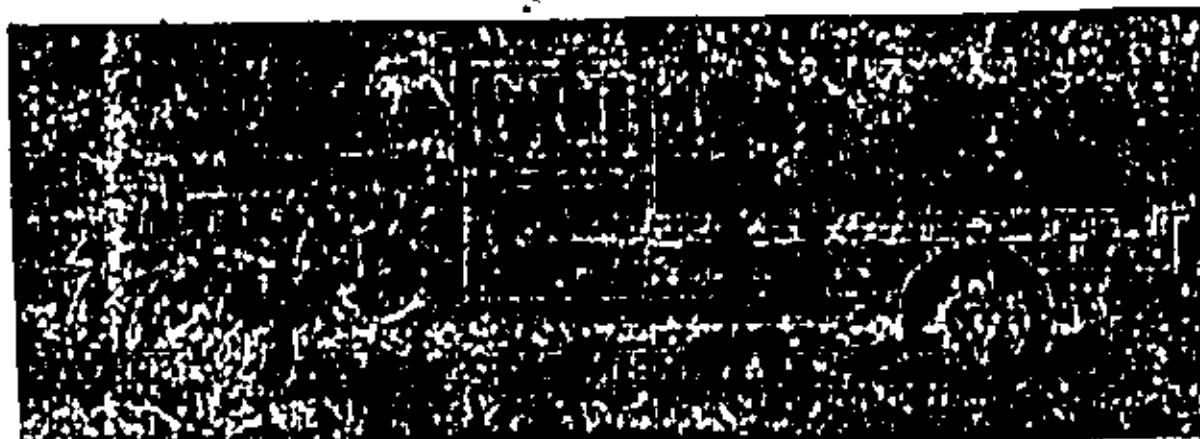
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THE same engineering genius which enabled Studebaker to capture more official records for stamina and speed than all other manufacturers combined, has created, in the new Studebaker 4000-lb. capacity lorry chassis, another champion.

In every unit, in every operating part, in every crossmember or bearing Studebaker has built super-strength. Studebaker engineering practice has provided a generous margin of safety—to protect the entire chassis from excessive wear and tear.

Such lorry ruggedness coupled with the dependable power of its mighty 6 cylinder engine, 4-speed gearbox and low rear axle ratio ensure lorry performance expected of a champion.

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Chassis and Cab with flat platform



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JUST the sort of magnificent saloon three-quarters of the motoring world have envied, without being able to afford. But now, Morris manufacturing methods have enabled this luxury car, a car of effortless energy and speed, to be sold for only £385.

18 h.p. R.A.C. (developing 54 b.h.p.), an 0/h-valve engine doing from 6 to 60 on top, and giving 20 miles to the gallon.

Ample clearance for all road conditions. Feel how the road shocks are cushioned out, how the Isis responds to the lightest touch on controls placed where hand or foot wants them. Feel the smooth power of the brakes—Lockheed hydraulic four-wheel brakes. This is the Isis that will be seen on all the roads this coming Summer. Try it, and be one of the first to buy it.

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## CHASSIS CARE.

## The Lubrication Problem.

The gradual evolution of the modern system of chassis lubrication is really a reflection on human nature. Because of man's essential idleness, all sorts of kinds of ingenious little mechanisms have to be evolved and fitted to cars in order to do his work.

The original form of chassis lubrication was extremely and severely simple. Where a minor bearing for, say, a countershaft, a brake rod, or a part of the steering gear existed, someone drilled a hole through the surrounding metal into the bush and countersunk the hole. No more than half an hour's work, as a rule, was sufficient for the chassis to receive its proper need of lubricant. But—and this was the trying part—the owner of the car had to spend a great deal of time lying on his back underneath it, poking the long spot of an oil can into small and inaccessible places. It was not long before each countersunk hole received its due coating of dust stuck together by congealed oil, wherefore the manufacturer next used a small lubricator with a lid and so advanced a step.

Since oil very speedily ran from the early types of bearings, grease had to be substituted. For this the screw-down cap naturally followed; but whatever method was adopted, there remained one difficulty. The lubricators which came easily to hand received, if anything, too much oil, while those bearings which presented any difficulty in being reached received very little, some running dry until such time as a variety of noises heralded the day when a somewhat expensive repair bill had to be faced. Gradually but firmly it was borne in upon designers that the average owner disliked going round his car with an oil can only a shade less than he disliked the comparatively messy business of attempting to fill grease cups which steadfastly refused to be filled.

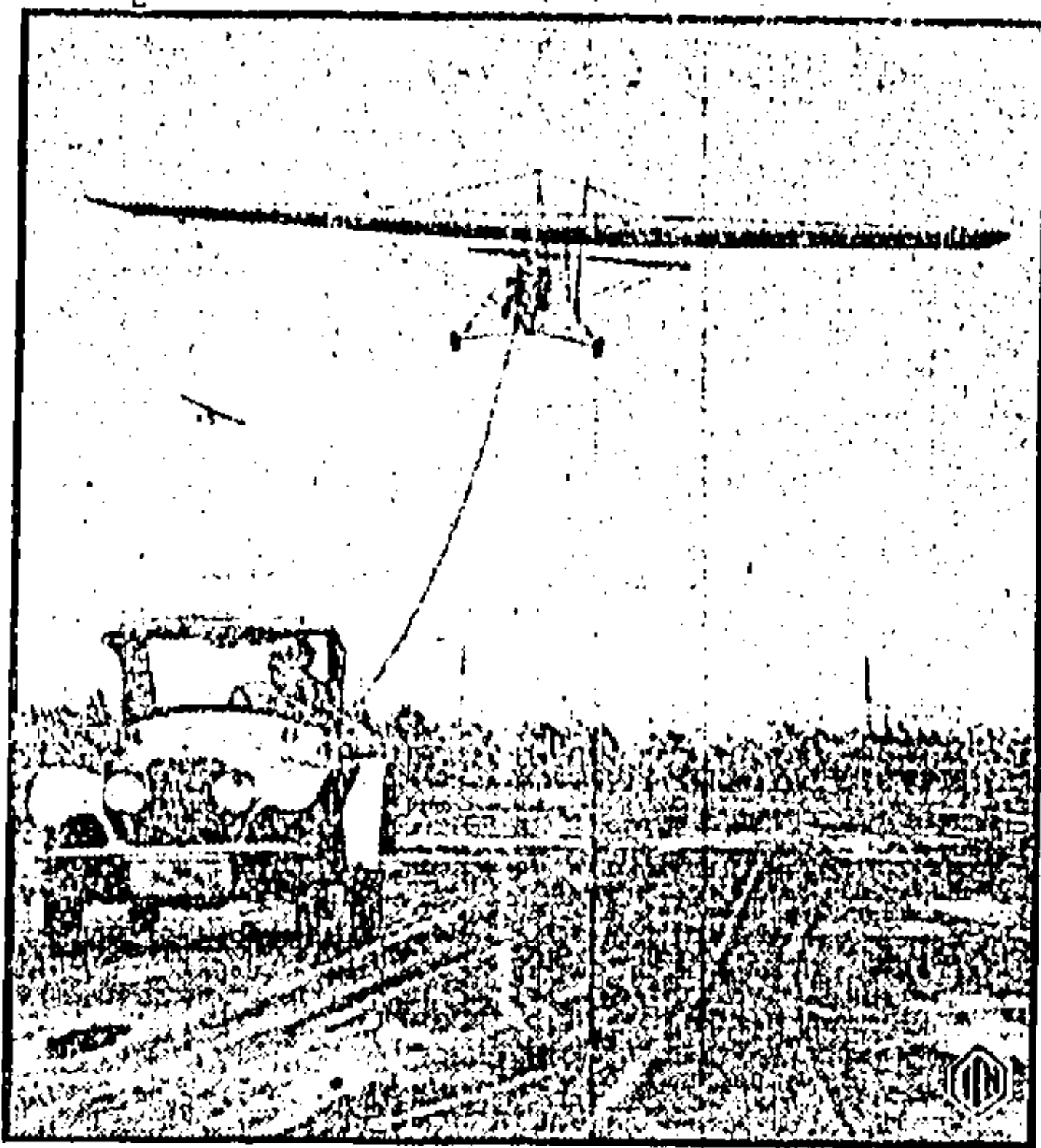
Then the problem was tackled in another way, and after special tins which made it relatively easy for anybody possessing a juggler's ability to fill grease cups had been tried, the cup was removed, a nipple took its place, and a single high-pressure grease or oil gun was supplied with the car. This idea was at first heralded with great joy, but subsequently proved just as likely to be neglected; for if a man will not use a grease or oil gun of what value is an elaborate form of nipple?

Nowadays matters have advanced considerably farther, and at present there are signs that the chassis lubrication problem is being tackled from two distinct points of view, both being very sensible. In one system all the bearings are automatically supplied with oil; in the other, the bearings either are made to do without one or are packed so that they do not require fresh lubricant more frequently than perhaps every twelve months.

**Automatic Lubrication.**  
Automatic chassis lubrication is directly evolved from the grease gun; it dates from the day, in fact, when some genius thought that if the gun were made really big and were fixed to a part of the chassis, grease or oil squirted from it could be fed by pipes to the bearings, thus reducing almost to a minimum the amount of manual work required.

Of course, the easier became the process of chassis lubrication, the greater the grumble of the owner of the car, as he then pointed out that the fixed gun was all very well in its way, but it soon emptied itself, and then he was required to undertake the messy job of refilling it.

That led to another clever idea, the Tecnomit system. It reduces the exertion involved in chassis lubrication to mere pressure on a button. The driver presses a button which connects the top of a special



One of the pupils at the first glider school in America at the controls of his motorless craft as he is towed by an automobile at Los Angeles. According to Albert E. Hastings, head of the school and an expert glider, it takes very little ground training to equip the student for his first venture in the air.

cylinder with the inlet pipe of the engine, and the depression in the inlet pipe operates a plunger in that cylinder. In its turn the movement of the plunger sucks oil from the base chamber of the engine and delivers it through a number of pipes to the various bearings and the oil thus extracted from the base chamber is replaced when next the sump is filled. The oil, having been in circulation, is warm, and therefore flows freely from the small pipes attached to the auxiliary cylinder.

Since there are some bearings which need more oil than others, an ingenious baffle is introduced in the shape of a small portion of circular rod, having a coarse screw thread cut on its exterior when plenty of oil is to be supplied, and a fine screw thread for a lesser oil feed. The oil passes round these threads on its way to the bearing. Possibly some bearings may be over-lubricated with this system, and some may not receive their full supply, but, at all events, a little reaches all of them, and that is as near the ideal as one can possibly hope for in the present state of chassis evolution.

The necessary oil may not be drained direct from the crank case; a small auxiliary tank can be used instead, in which case, of course, the owner of the car has to fill the tank at intervals.

The Stutz system, which is interesting for purposes of comparison, differs really only in detail, a valve being operated by hand through a trigger placed on the engine side of the dashboard, the valve allowing crank case oil to flow to the chassis bearings whenever required. To lubricate the chassis, therefore, the engine is kept running slowly, the bonnet is raised, the trigger operated, and the operation proceeds.

**Rubber For Bearings.**  
A device known as the Silentbloc can be used at dozens of different points which normally have a bush requiring lubrication. The term Silentbloc does not really explain the nature of the device. Briefly, it consists of a thick ring of rubber which is forced on to a steel bush, a steel sleeve being forced on to the outside of the rubber ring; sufficient pressure is used to make certain that neither the bush nor the external sleeve can move relative to the rubber. It is obvious, to take a single example, that if the external sleeve were fixed tightly to the end of a leaf spring, and if what is usually the shackle bolt were passed through the inner bush to clamp such a bush firmly to a bracket or to a dumb iron, then the spring can only move by flexing the rubber, in which circumstances it will require no lubrication. The

adoption of this device means, in fact, that the bearing concerned ceases to need any lubrication.

There is another method of tackling this important problem. Instead of bushes, large ball or roller races can be used, and can be relied upon to give a year's wear with one packing of lubricant. They will only need to be repacked with lubricant, therefore, when the car is looked over at the end of a year's use. This arrangement does not entirely delete the necessity for lubrication, but very nearly does so.

These examples should serve as proof that within the next few years people will wonder what was meant when we of this period talk about the "difficulties of chassis lubrication." Those who consider that every car should instantly be produced with some form of automatic lubrication for its minor bearings must remember that every feature added to a car costs money. The pipes, nipples and extra mechanism of the single-shot lubrication scheme, equally with the parts of the automatic lubrication scheme, add a considerable sum to production charges. Roller or ball bearings are expensive, and even the use of the rubber system may make a component cost considerably more than it did before.

Such cost has to be borne by someone, and the someone will be either the purchaser or the manufacturer. If it is the purchaser, well and good, but the demand today is strong for less expensive cars. If it is the maker who stands the increase, then, some method of saving an equivalent sum in the manufacture of the car has to be thought out and brought into effective operation.

In the long run a complete system of chassis lubrication will probably pay for itself. But to many purchasers the first cost is all important, and devices to convert existing cars are not very easy to design.

## AUTOMATIC SPRAGS.

## A Novel Invention

We have often advocated the fitting of a sprag to the modern car which would automatically hold it from running backwards on a hill and would thus relieve the driver of the awkward manipulation of clutch, throttle and brakes at present necessary when restarting under such conditions (says the Motor). Certain of the novel transmission systems which have been developed during recent years embody an automatic spragging ac-

tion of this kind and of those the Millam free wheel is a notable example: then, again, in America the "Noback" device was brought out a few months ago and has since become standardised on certain models of the Stutz. Consequently, it is interesting to record that considerable progress is being made by a sprag invented by a British engineer which we originally described nearly a year ago and which has since withstood severe tests very successfully.

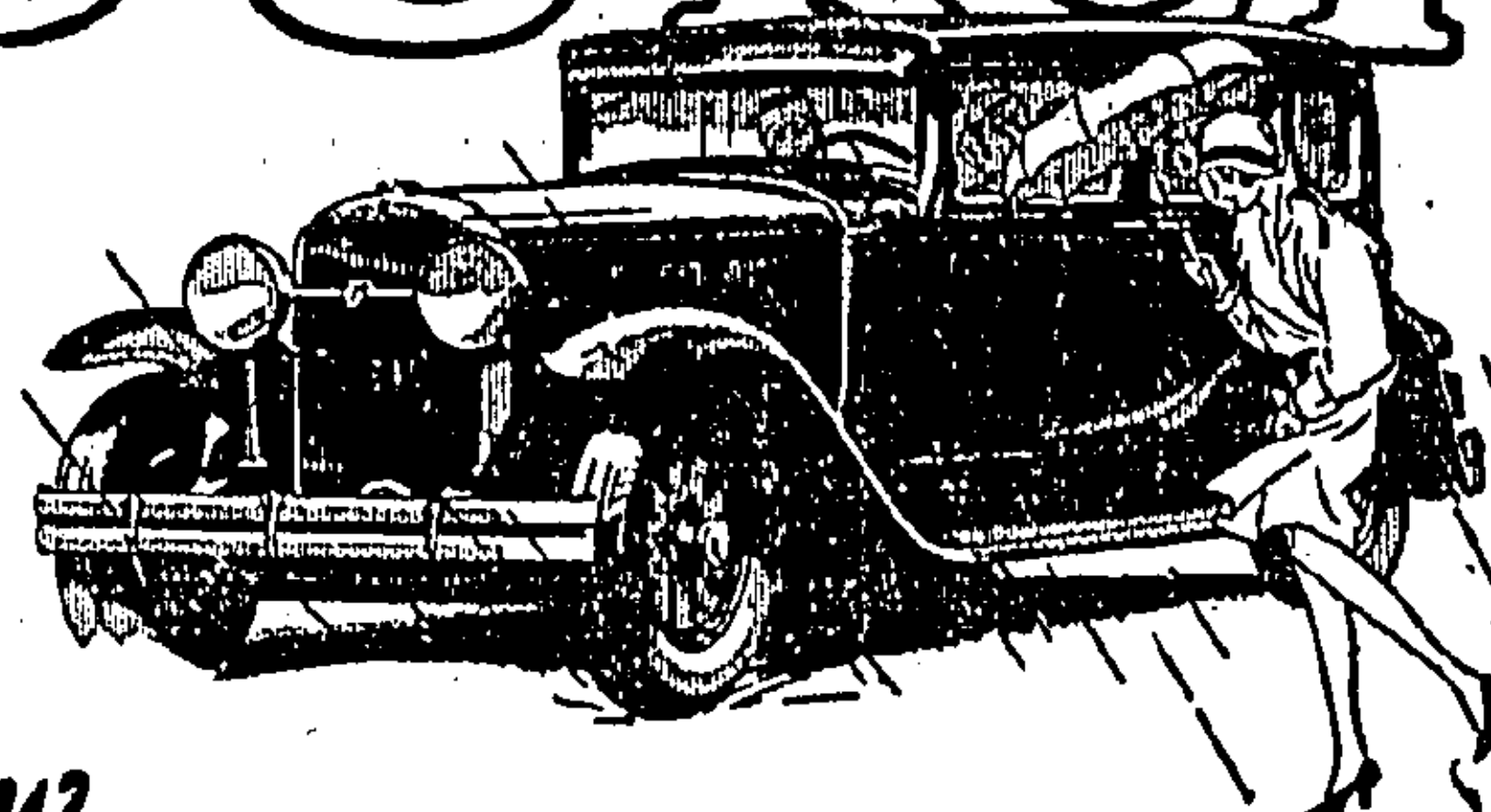
We tried this device the other day as fitted to a Morris-Oxford car and found it to be very quick and positive in action, not allowing the car to run back more than an inch or so after coming to rest up-hill. Matters are so arranged that the sprag is held in an inoperative position when top, second speed or reserve speed is engaged, but is released in readiness for action when the gear lever is in first speed or neutral. Consequently, when stopping on a hill the driver has only to push the gear lever into neutral in order to prevent running back, and when he subsequently engages first gear the sprag action remains, so making it quite unnecessary to operate the brake. The only reason for making the sprag inoperative on the other gears is that by this expedient the rate of wear of the parts is reduced.

The sprag itself fits behind the gearbox and consists of a toothed wheel mounted on the tail end of the main gear shaft, with which engage four stout pawls. Surrounding the pawls is a control ring which, if moved angularly to a small extent, by a lever, holds the pawls out of action. We ought also to explain that one pair of pawls is offset to the extent of half a tooth, so that the maximum backlash is only half the pitch of the teeth.

The control lever, which determines whether or not the pawls are operative, is actuated automatically by a cam plate sliding in guides and carried forward to the gear lever. The lower end of the gear lever slides in an L-shaped slot in the plate and the ball end of the control lever works in a V-shaped slot. Placing the gear lever in neutral causes the control lever to come into the centre of the V-slot, in which position the pawls are operative; the gear lever can then be moved into the speed notch without affecting the pawls. Moving it into any other position, however, causes the cam plate to slide and the V-slot then operates the control lever and ring in such a way as to raise the pawls.

It is the intention to manufacture this interesting device shortly.

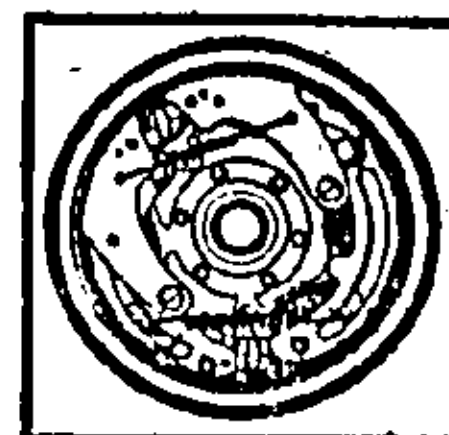
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braking effort. They reveal unmatched responsiveness to the slightest pedal pressure. And they are so perfectly controlled that "grabbing" is entirely unknown! When you apply these brakes, you obtain the most positive, as well as the smoothest and most silent action you have ever experienced in any automobile!

Drive the new Buick! Test not only its matchless new brakes but its brilliant all-round performance, riding comfort and driving ease—all of which combine to establish the new Buick as the greatest value ever offered in the fine car field!

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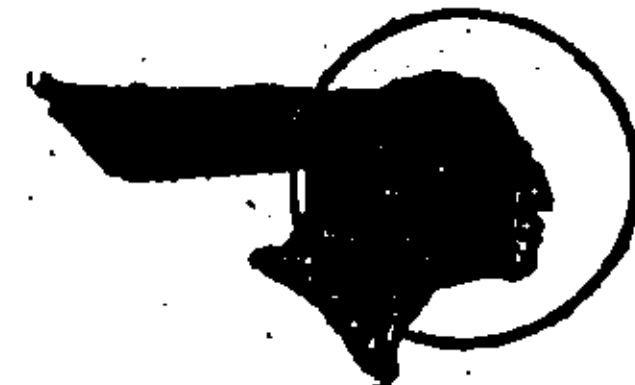
WHEN BETTER AUTOMOBILES ARE BUILT . . . BUICK WILL BUILD THEM.

In a form suitable for easy fitting to Morris-Cowley and Morris-Oxford chassis at a total cost to

the owner-driver estimated at a total about 10 guineas. The parent concern is the Motor Safety and

Free Gear Co., Ltd., 20 Saville Row, Newcastle-on-Tyne, and the sprag has been named "Saifgo."

## PONTIAC 6



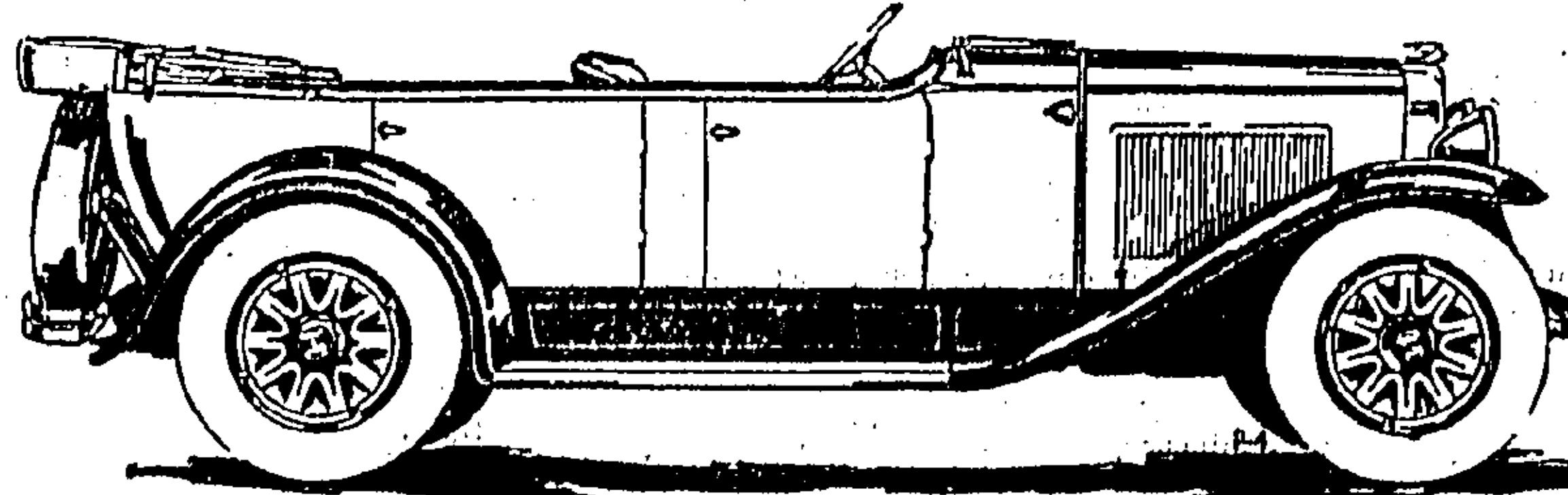
## A SIMPLE ENGINEERING PRINCIPLE GIVES PONTIAC UNUSUALLY LONG LIFE.

It is an established engineering principle that fewer engine revolutions mean a longer-lived car. The Pontiac Big Six makes 380 fewer engine revolutions per mile of road travelled—regardless of speed—than the average car in its price class.

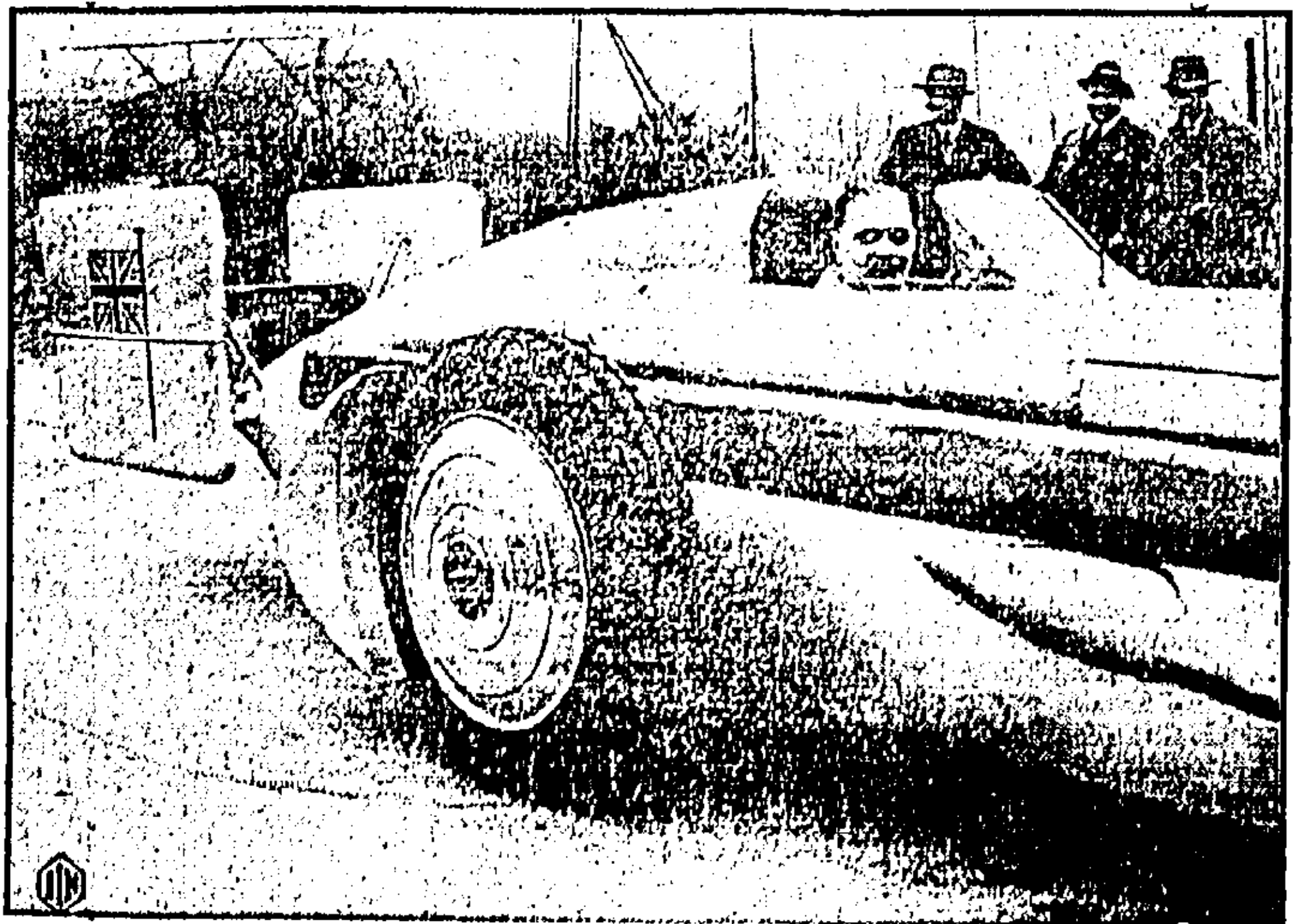
Pontiac is also slightly heavier—enough stronger throughout to assure longer wear and greater safety, wherever extra strength is needed. Pontiac's roomy, luxurious bodies are by Fisher, too—another assurance of long life.

Yet these long-life features sacrifice nothing of Pontiac's speed, hill climbing power, flashing pick-up, and flexibility in traffic.

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PONTIAC'S LONG LIFE STORY



Mr. Kaye Don, racing expert, at the wheel of his new "Silver Bullet," in which he hoped to break all land speed records at Daytona Beach. Notice the head rest and the glass windbreaker and the rudder at the end of the car. Of special interest are the rudders at the end of the car showing the influence of aviation on present day ground vehicles. The Union Jack is shown on one rudder while the American flag is painted on the other.



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## NEW CHAPEL.

Dedication Ceremony at Causeway Bay.

### POMP OF CHURCH OF ROME.

Remarkable Sermon by the Rev. Father P. J. Joy.

The beautiful new Chapel of the St. Paul's Institution (French Convent), Causeway Bay, was yesterday dedicated with impressive ceremonies, both in the morning and afternoon.

The morning ceremony was that of the dedication and blessing of the new Chapel, whilst in the afternoon a thanksgiving service was held at the Chapel, which was filled to its utmost capacity by Roman Catholics of every district on the island and the mainland.

### SIX BISHOPS TAKE PART.

No fewer than six Bishops took part in the ceremony at which Mgr. Seguin, Vicar Apostolic of Kweichow, officiated. The other Bishops who supported him with in the altar rails were: Mgr. Rayssac, Vicar Apostolic of Swatow, Mgr. Valtorta, Vicar Apostolic of Hong Kong, Mgr. Deswaziers, Superior of the House of Nazareth, Pokfulam, Mgr. Ford, Prefect Apostolic of Kuying-chow, and Mgr. Penicaud, Bishop-Elect of Pukhoi.

The Bishops were supported by the priests of the Italian, French, Spanish, and American Missions in Hong Kong, the Jesuit Fathers, members of the Salesian Congregation, and the Chinese clergy.

#### Pomp of Rome.

The morning ceremony was a simple one, but that of the afternoon was attended with the pomp of the Church of Rome. It opened with a procession to the main entrance of the Chapel. This was headed by the banner of the Asile de la Sainte Enfance, following which came the Chinese girls of the Orphanage. Behind these walked the Children of Mary of the School in their white dresses and veils with blue sashes, and smaller students of the School similarly dressed, but wearing the red sash of another Order, also carrying banners. Last in the procession came the Bishops and Clergy, Mgr. Seguin wearing the full vestments with mitre and pastoral staff.

Music for the procession was played by the Band of the St. Louis Industrial School, of the Salesian Congregation. Immediately after the procession had entered the Chapel, the faithful gathered outside followed and soon every pew was filled.

Completion of Great Work. The Rev. Fr. P. J. Joy, S.J., standing at the altar rails, addressed the Congregation as follows:

My dear Brethren,—We have come together this evening to join with the Sisters of St. Paul of Chartres in a solemn act of thanksgiving for the blessing that has been given this morning to this beautiful chapel dedicated to Christ the King.

The Chapel itself is but the completion of a great work which began in 1914 when the Sisters, finding the old French Convent at Wanchai too small for their growing needs, acquired the old Hong Kong Cotton Mills at Causeway Bay and set about converting them into the splendid group of institutions, that you see here today.

Two names will be forever linked with that great project. One is the name of Mother Pellicie, who guided the destinies of the Institution from 1891 at Wanchai and who watched over the development of this new venture at Causeway Bay until June 1926 when death deprived the Sisters of her wonderful services.

Her other name is that of Father Robert. Only his genius could have foreseen the possibility of converting the old Cotton Mills into what they are to-day, and it is due to his untiring zeal and self-sacrifice that from unpromising material we have today the Hospital, the Anglo-French School, the Chinese School, the Lecture and Cinema Hall, the Orphanage, the Nursing Home, the Sisters' Convent, and Novitiate for Chinese Sisters.

A Happy Coincidence. As he was devising means for the building of the Chapel, he had to return to France in obedience to a call to even more important service at the headquarters of his Congregation. By a happy coincidence, he was passing

through Hong Kong when Bishop Valtorta laid the foundation of this Chapel. The Sisters would gladly see him here to-day, too, that they might once more express their thanks to him for his generous services.

But if the Fathers of the Missions of the East, deprived the Sisters of Father Robert's assistance, they were far from withdrawing that generous help to the Sisters which they have always given. Through the kindness of the Superior of the Procuration in Hong Kong, Father Vircondelet was enabled to take up the work left unfinished by Father Robert and his untiring zeal and energy was poured out in efforts to make this Chapel worthy of its noble setting.

#### Work of Devotion.

In Mr. Joseph V. Chanatong he found one whose devotion to the work of the Sisters he well knew. With the greatest disinterestedness Mr. Chanatong placed his great gifts at the services of the Sisters without the slightest remuneration. He it was that conceived the plan of this beautiful building and executed it in collaboration with the Credit Foncier d'Extreme Orient. It will remain a monument to his ability and his generosity.

Other kind friends of the Sisters were Mr. William Gardner who has two daughters serving as Sisters in the Institution at Hong Kong. To Mr. Gardner the Sisters are indebted for the beautiful statue of the Sacred Heart.

To the children of Mary of the Anglo-French School they are indebted for the beautiful statue of Mary Immaculate. On behalf of the Sisters, it is my duty to tell them all—and all the other friends (too numerous to be mentioned) who have helped in this work, how deeply grateful the Sisters are for their generous service and gifts. That God—who leaves unrewarded not even the cup of cold water given in His Name—may reward them abundantly, will be the Sisters' constant prayer.

Nor must we omit from this list of helpers those who carried out the work of construction—the contractors, Messrs. Tam Pui San and Co., Mr. A. Vannini, to whose credit is the execution of the marble and terrazzo work, to Mr. William C. Blackett for his work in connection with the organ, to the General Electric Co., for the electric installation and fittings—all these have given the Sisters complete satisfaction and have earned their gratitude by the patience and thoroughness with which they carried out their work in every detail. On behalf of the Sisters, I wish to thank them.

#### Appropriate Dedication.

This Chapel has been dedicated to Christ the King. No dedication could be more appropriate. Christ came on earth to found a Kingdom that should spread all the ends of the earth, embrace all peoples and last forever. Unlike other Kingdoms, it should conquer not by armed forces but by charity. The only blood spilt in its conquests would be the blood of its own martyrs giving their lives, like the Master, for their friends. Those who aspired to pre-eminence in this Kingdom should be pre-eminent in sacrifice and in service of others. Its honoured citizens should not be the rich or the learned or those that excelled in any other gift but the poor, the sick, the distressed, and little children.

Twenty centuries have passed since the Carpenter of Nazareth sent a few ignorant fishermen from an obscure province of the

## INCORRIGIBLE ROGUE

Severely Punished by Magistrate.

### CANING NO GOOD.

Caned once in 1928, and twice in 1929, each time with twelve strokes of the cane, a young Chinese was at the Kowloon Magistracy yesterday charged before Mr. Whyte-Smith with the larceny of a purse containing 10 cents, from a com-patriot, and with failing to notify the police his change of address within 24 hours, he being under Police surveillance.

Pleas of guilty were entered on both charges. According to Sub-Inspector Chester-Woods the complainant and a friend were standing outside the Mongkok Cinema looking at the pictures on the wall. The friend went across the road to purchase some plums, and in the course of so doing, he saw the defendant come up to the complainant and put his hand into the latter's pocket, in an attempt to seize the purse.

His Worship passed sentences of four months' and one month's hard labour, respectively, the terms to run consecutively.

The authorities of St. Paul's Cathedral consider that the construction of new buildings in the vicinity will constitute a new threat to the fabric of the cathedral.

### Roman Empire to spread this Kingdom.

What did Platte, with his knowledge of imperial methods, think of the prospects of such a programme of imperial expansion? We know what Herod thought of it—he clothed the Nazarene in a fool's garment and sent him back to Pilate. Even the Roman soldiers, who knew what empire building meant, could see nothing in it but matter for a piece of savage horse-play.

Yet Platte would now be forgotten, had his memory not been preserved in the books of this strange Kingdom. So would Herod. The Roman Empire has long since been reduced to a chapter in a school-boys' history book. Kingdom That Endures.

We are here to-day to witness the entry of Christ into a little island far beyond any frontiers that the imperial might of Rome had ever reached or even dreamed of. And Christ's Kingdom has endured in all the centuries that intervened.

Is the Kingdom still as Christ conceived it? You have only to look at this little replica which we have here in Causeway Bay. Who are the honoured citizens within its walls? Go to the Orphanage, the Creche, the Schools, the Hospital, and you will see. Where Christ rules to-day, as ever, there the place of honour is for the poor, the sick, the suffering, the little ones.

Do those who hold the places of authority in this Kingdom still conceive their duty to be one of service to the least ones? Do they still leave father and mother and home and friends and all things for Christ's sake? Look at the lives of the Sisters in the various departments of this Convent of Causeway Bay and you will find an answer to your question.

Truly this Chapel, in the midst of such a host of work of charity and self-sacrifice is fittingly dedicated to Christ the King. God grant that Christ present here may pour into the souls of all who came here that same spirit of love and charity. Never was the world so much in need of re-establishing the reign of Christ in the Kingdom of Christ.

We, who are gathered here to join with the Sisters in this act of thanksgiving, will pray that Christ the King may increase in them daily that spirit which has already been so fruitful and may increase daily the fruitfulness of this work begun and carried out to the honour of His Name.

Then followed the Benediction of the Most Blessed Sacrament, which was given by Mgr. Seguin, assisted by two priests. A beautiful singing of the incidental hymns by the nuns with organ, violin and cello accompaniment.

After the Benediction, the Congregation adjourned to a hall in the main Convent building where tea was served.

## HERO OF CHINA.

Five Statues of Dr. Sun Yat-sen Ordered.

### "STRIKING RESEMBLANCE."

Canton, Yesterday. Five bronze statues of the late Party Leader have been ordered by the Central Government to be made by a famous Japanese sculptor, who is an old friend of Dr. Sun. The one to be erected in Canton, which is completed, reached Shanghai on the 1st; it is expected here shortly. The frame work covering this statue is 21 feet long and 10 feet wide. It is said that the statue is a striking resemblance to Dr. Sun Yat-sen.—Canton News Agency.

## Things That Matter.

### To-day's Diary

Third Sunday after Easter. Sailors' and Soldiers' Home Service Men's Bible Class, 3 p.m.; Social Evening, 8.30 p.m.

Tea Dance, Repulse Bay Hotel, 4.30 p.m.

Golf—Captain's Cup; Junior Championship, Final.

Queen's Theatre—"They Had to See Paris."

Star Theatre—"Taking a Chance."

World Theatre—"His Lucky Day."

Majestic Theatre—"The Blood Ship."

Tides—High, 8.24 a.m. and 9.28 p.m.; Low, 2.13 a.m. and 3.01 p.m.

Outward—To-morrow via Siberia (President Pierce).

### The Weather.

The weather forecast from the Royal Observatory last night was as follows:—

Pressure is relatively high over North China and S.E. Mongolia. It is probably low over South China. A depression is shown over Indo-China.

Local Forecast:—Light or variable winds; moderate; East winds later; generally overcast; occasional rain.

### The Dollar.

Yesterday's closing rate for the dollar on demand was 1/5 %.

## LORD PASSFIELD.

Still Secretary for the Colonies.

### A REPORT DENIED.

Rugby, Yesterday.

The Colonial Office states that there is no foundation for the report to which currency has been given on several occasions recently that Lord Passfield is relinquishing the office of Secretary for Dominions and Colonies.—British Wireless Service.

[The Daily Mail of April 16 stated: The appointment of Mr. Vernon Hartshorn, the South Wales miners' leader and Socialist member for Ogmore, as Secretary of State for the Colonies will be made shortly after the Easter recess.

It was understood when the Government was formed that Mr. Hartshorn, who was then, and still is a member of the Simon Commission, would be promoted to Cabinet rank as soon as the Commission finished its work. That time is now near, as it was stated on Monday by Mr. Wedgwood Benn (the Secretary for India) that the first of the two volumes of the Commission's report was already in the hands of the printers.

Mr. Hartshorn was Postmaster-General in the Socialist Ministry of 1924.

Lord Passfield at present holds the joint office of Secretary for the Dominions and for the Colonies, with an assistant Minister for each branch.]

A great increase in the amount of idle British shipping is revealed in the figures for April 1. There were 416 vessels, representing a total of 892,164 tons, laid up.

## YEN A TOOL.

Soviet Playing a Double Game with China.

### DR. KOO'S REFUSAL.

Canton, Last Night. Chiang Tse-pen, the Minister for Germany, in a wire to Nanking states that the Times, in an article which appeared on May 5, said to have emanated from a Russian source, announced that Yen Hsi-shan had formally declared that a friendly understanding had been reached between him and Soviet Russia.

According to the Chinese diplomatic circles, the above report, if true, clearly proves the insincerity of Soviet Russia by playing a double game with China.

The Ministry of Finance has recently made a telegraphic transfer for \$100,000 to Mr. Moh Tshui, to cover the Chinese Delegation expense for the Sino-Russian Negotiations.

### Dr. Wellington Koo.

Dr. Wellington Koo, the ex-Foreign Minister, is quoted as saying that the present co-operation between Yen Hsi-shan and Feng Yu-shiang, is not one that will last and that he (Koo) refuses to be made a tool of this alliance. He further states that he will not join any party, as he has absolutely given up politics.—Canton News Agency.

## WANG CHING-WEL.

(Continued from Page 1.)

16,000 troops under Chang Wai-ai equipped with 60 trench mortars, 10 field artillery, and 12,000 rifles; 6,000 troops under Liu Yu-ming with 4 field guns, 10 pieces of light artillery, 20 trench mortars, 4,000 rifles; 8,000 troops under Tien Chin-ki with 20 pieces of light artillery.

Visit of Chiang Kai-shek.

President Chiang arrived at Pengpu on May 8 where he gave personal instructions to the troops. The following morning the President proceeded to inspect the fortifications at Nanchang in the north of Anhwei. A special train was kept in readiness for the President to proceed to Taining, Shantung, in the afternoon. The train was scheduled to reach Lincheng at 1.40 p.m., Chungchow at 3 p.m. and Taining at 4 p.m. General Chen Tiao-yung has already arrived at Taining where the necessary preparations have been made to welcome the President. After the inspection of the troops in Taining, the President will proceed to Taihan. The Taihan Railway station has been decorated in honour of the occasion.

The President has decided to remain on the defensive on the Lung-hai line, whereas he will take the offensive on the Tai-Pu an Ping-Han lines, and if the progress on the two latter lines warrants it he will also take the offensive on the Lung-hai line.

### Rebels Repelled.

The rebels under Sun Tien-yung, who made a second desperate attempt to capture Maohsien, in the north of Anhwei, were again repelled by the National troops. Up to May 8 the result was in the favour of the National troops. Sun Tien-yung is reported to have withdrawn his troops to Kwei-teh.

General Sung Chih-yuan of the Kuomintang, arrived at Hsuehchang on May 8. The following day he assembled his forces for instructions, in which he intimated that the present campaign of the Allied forces, was a matter of life and death, as far as the Kuomintang were concerned. It is reported that he will personally direct the attack of Hupeh on the Ping-Han line.

### Violent Night Attack.

The National forces made a violent night attack on the 6th on Kwei-teh, which was guarded by Wan Tain-tai, who suffered heavy casualties. The Shansi troops under General Sun Tseu, which was sent to relieve the situation there, arrived at Kwei-teh on May 8. Heavy fighting on the Lung-Hai line is expected shortly.

### The Kwangsi Campaign.

As already intimated, the advance National punitive forces having reached the opposite side of Kwai-ching and Kwei-shan along the upper West River, there has been a cessation of activities by both sides for some weeks.

The Ironside-Kwangsi remnants, having suffered repeated defeats, are at present no longer in position to launch a further counter-attack, while content to hold their lines at Kwei-ching, Kwei-shan, Nanning.

## INDIAN MUTINY.

73rd Anniversary Yesterday.

### HOW IT AROSE.

Yesterday was the seventy-third anniversary of the Indian Mutiny, the great revolt of the Bengal native army in 1857, which led to the transference of Indian government from the East India Company to the Crown in 1858.

The immediate cause of the Mutiny was the great disproportion between the numbers of British and native troops in India, which gave the Sepoys an exaggerated notion of their power; its immediate cause was a series of circumstances which promoted active discontent with British rule. At the close of Lord Dalhousie's administration in 1855 British India was held by 233,000 native and 46,000 British troops—roughly a proportion of five to one. It was already clear to some of the men who knew India best that this was a dangerous state of things, and when the Mutiny broke out the relative numbers were 257,000 native to 36,000 British soldiers.

The Indian Government failed to take account of the social and religious feelings of their native soldiers, whilst a rigid insistence on the principle of seniority had greatly diminished the efficiency of the British regimental officers. To all these causes must be added—not least important in dealing with Orientals—the widespread feeling since the Afghan disaster that the star of the East India Company was in the descendant, and that there was truth in the old prophecy that the British would rule in India for a bare century from Plassey (1757).

Bazaar rumours of British reverses in the Crimea and in Persia increased the temptations for a general rising against the dominant race. The Indian Mutiny was in no sense a national rising. The great mass of the people in the affected districts either stood neutral, waiting with the impatient patience of the East to accept the yoke of the conqueror, or helped the British troops with food and service. The result of the Mutiny was to end the government of India by the East India Company, and on August 2, 1857, the Queen signed the Act which transferred the government of India to the Crown.

Luchowfu and Kwei-lin. On the other hand, with over 100,000 strong under the command of the 6th and 8th Route Army, it will not, however, be a difficult task for the Government troops to capture Kwei-lin. However, since it is not the aim of the Government merely to capture cities, but to exterminate the rebels once and for all, the Central Government has instructed Hunan, Yunnan and Kweichow to give their combined aid in quelling the rebellion in Kwangsi. Hence, in order to envelope and to prevent the rebels from scattering to other provinces, it is necessary for the high military authorities to await the advance of the combined forces to a certain point in Kwangsi before commencing the attack on Kwei-lin. This is the principal reason of the delay in the issuance of general offensive.

### Government Combined Forces.

It will be recalled that the Hunan loyal troops under General Liu Chin-tsun were some time ago reported to have already penetrated into Kwangsi, capturing many districts in the north-east sector of that province. While they were on the point of capturing Kwei-lin, mutiny suddenly broke out among certain contingents in Hunan. For the suppression of the mutineers, the Hunan troops in Kwangsi were obliged to evacuate all the cities taken by them and to withdraw to their own province. Shortly after their arrival in Hunan and with the assistance of the Kweichow Division under Wang Chia-chieh, they successfully disarmed the mutineers and disbanded them. Consequently the situation of Hunan being restored to normalcy, Chairman Ho Chien is again sending General Liu to lead the Hunan troops into Kwangsi to participate in the campaign against the rebels. The Kweichow Division, who had recently reinforced the forces in Hunan, is understood to join the expedition. The Hunan-Kweichow combined forces will most likely take the usual route to

## THREE RASCALS.

Recrimination in Court.

### ALL PUNISHED.

An 11-year-old Chinese boy and two older youths were produced before Mr. A. W. G. H. Grantham yesterday on charges arising out of the theft of some clothing and a gold mounted rattan bangle, the property of a Chinese woman living on the second floor of 304 Wellington Street.

The small boy was charged with the larceny of the clothing and bangle, whilst the other two were charged with receiving stolen property.

The three accused indulged in recriminations. According to Acting Sub-Inspector Kirby, the second and third accused lived on the same floor as the complainant. When she lost her property, she suspected the second accused and had him arrested. When searched, a pawn ticket was found on this youth relating to some clothing which corresponded with those stolen from the woman.

### Shifting The Blame.

He told the Police that the clothing was given him by the small boy to pawn. He also said that he had been given the bangle which he had turned over to third accused to sell.

The small boy's story was that he had stolen the clothing at the instigation of the second accused, and as for the bangle he had picked it up from the floor. He met second accused at a restaurant in Des Voeux Road where he handed over the clothing. There they met third accused to whom second accused gave the bangle to sell.

The third accused admitted selling the bangle to a goldsmith, but he did not know that it was stolen property.

The Inspector added that the bangle was not recovered as it had already been melted down by the goldsmith. He was of the opinion that the small boy had been the dupe of the other two, but he could not prove that the elder youths knew that the things they received from the boy were stolen property.

### All At Fault.

The Magistrate decided that the onus was on the accused to give a satisfactory explanation and this he considered that they had failed to do. Therefore he convicted Nos. 2 and 3 of receiving stolen property. The boy was found guilty of larceny.

Asked how long they had been in Hong Kong, the small boy said that he came here at the beginning of the year and was employed as "boy" by one Chan Kiu. Second accused said that he had been here about three months. He had no work, but was looking for a job. Third accused said that he had been in Hong Kong about two years as a fold in a Chinese import and export firm.

The boy was ordered to receive six strokes of the cane, whilst the two youths were fined \$25 each, or three weeks' hard labour in default.

threaten Kwei-lin and Luchow, in the north of Kwangsi, while the Yunnan troops, consisting of 3 divisions, will penetrate the west of Kwangsi, with Pesh as their objective. It is therefore generally expected that the Government forces will open hostilities on a large scale against the rebels in Kwangsi as soon as the arrival of the combined forces at certain parts of Kwangsi is reported.

### The Ironside-Kwangsi-ites.

Anticipating that the Government forces will shortly start a general offensive on Kwei-lin, the Ironside-Kwangsi-ites have hurriedly assembled the main body of their troops from various parts of the province to defend Winghsun, Wanghsien, Kwei-shan and Kwei-ching along the upper West River. Such districts, as are devoid of troops, are being garrisoned by local militia, with the following persons appointed as the Commanders of Man Tzu-an (Local militia): Hou Shui-hwa in Kwangsi; Hsu Tsoi-fung in Luchow; Luk Fu-chung in Nanning; Liu Hwa-long in Tien-Nai (Pesh); and Wu Wing-chang in Chen-Nan (Lungchow).

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(Continued at foot of next Column.)